Italian GP Did McLaren get it wrong?

BRITAIN'S BEST MOTORSPORT WEEKLY

5 SEPTEMBER 2024

AUTOSPORT



Fantastic Ferrari's Monza miracle

Leclerc steals McLaren's win as Piastri fights Norris

'I feel like Oscar got way too close for comfort'
LANDO NORRIS

PLUS

Marquez ends MotoGP drought...

...and Kubica's Ferrari wins Austin WEC!





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A great day for Ferrari and a revealing one for McLaren

Even for non-Ferrari fans, a victory for the legendary team in the Italian Grand Prix is special. While we'll have to see whether the SF-24's latest upgrades have truly put it back in the frontrunning frame on more conventional circuits, the Monza event raised a few questions about McLaren, now that it arguably has Formula 1's fastest car.

On the cover, we've asked if McLaren got it wrong at Monza. We think the team did, but not chiefly because of the decision to go for a two-stop strategy instead of the one-stopper that Leclerc used so brilliantly to win. As Alex Kalinauckas investigates on page 11, allowing Oscar Piastri to attack Lando Norris on the opening lap not only risked contact, but allowed Leclerc into second and made it much harder for McLaren to control the race.

Nobody likes team orders, and rapidly rising star Piastri is certainly no number two, but circumstances sometimes make them a sensible option. With the points gap between Norris and Max Verstappen still 62, the Briton could do with all the help he can get – that's something he hasn't always had so far, but McLaren may need to reconsider that position sooner rather than later.

Ferrari's excellent weekend got even better when late drama helped Robert Kubica, Yifei Ye and Robert Shwartzman beat Toyota in Austin's World Endurance encounter (p30). Gary Watkins was there to see how they did it – and Aston Martin take a dominant LMGT3 win (p36).

The Goodwood Revival takes place this weekend. We pick out the highlights (p50) and focus on two of historic racing's 2024 successes.



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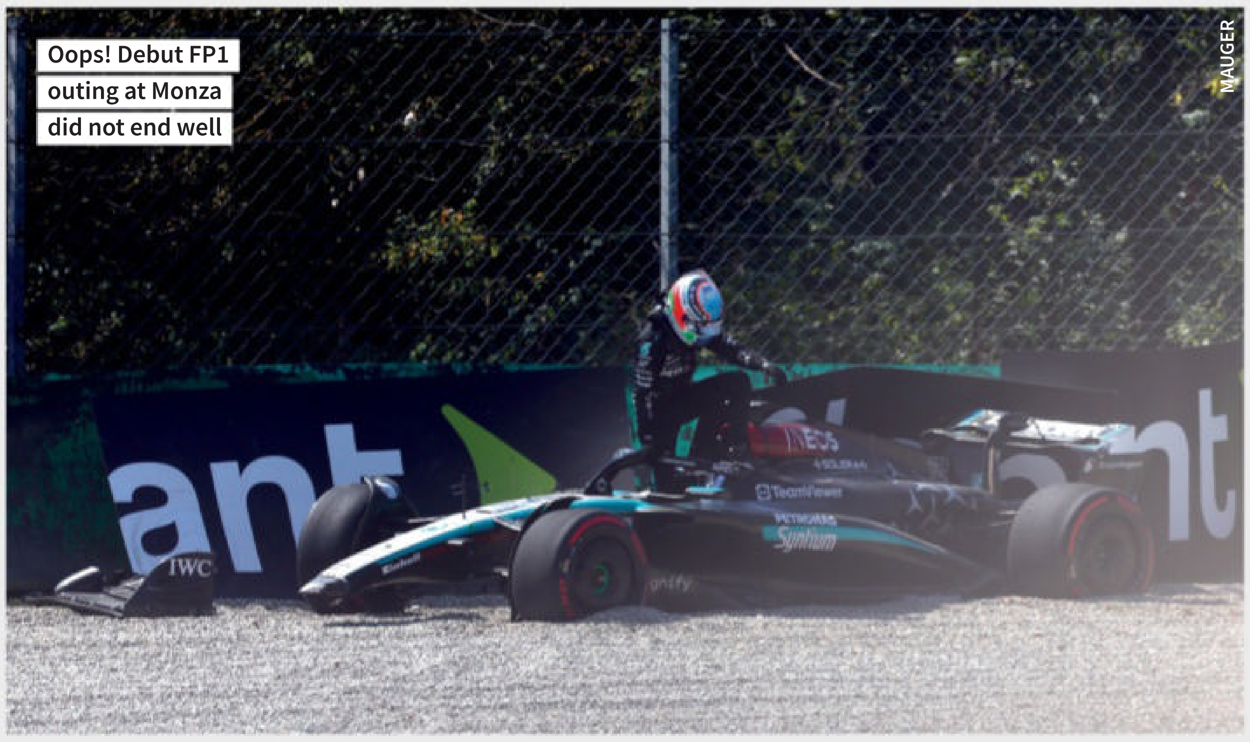
Antonelli finally named as Hamilton's Merc

FORMULA 1

Mercedes finally confirmed at last weekend's Italian Grand Prix that its 18-year-old protege Andrea Kimi Antonelli will replace Ferrari-bound Lewis Hamilton in its Formula 1 line-up for 2025.

Antonelli had long been Mercedes' preferred in-house pick to succeed the Briton, but team boss Toto Wolff kept a sliver of hope that he would be able to prise world champion Max Verstappen away from Red Bull. In talks between Wolff and the Verstappen camp over the summer, it was agreed that door has closed for now, meaning that there was no longer any obstacle to Mercedes announcing Antonelli as George Russell's new team-mate.

"I made up my mind five minutes after Lewis Hamilton told me that he's going to Ferrari," Wolff said about his decision to promote Antonelli. "Obviously, we were discussing other options, and also kept the Max idea. We didn't discount it completely with looking at what happened at Red Bull, but instinctively, that is the line-up with these two that I always wanted. We wouldn't have gone for the line-up with these two if we wouldn't believe 100% that they are the best choice for Mercedes."



Oops! Debut FP1 outing at Monza did not end well

MAUGER

ALL PHOTOGRAPHY: MOTORSPORT IMAGES

Antonelli, who will use race number 12, has been part of the Mercedes junior driver programme since 2019. After winning championships in karting, he has swept to the Italian and German F4 titles in 2022, and the European and Middle East Formula Regional crowns in 2023, all with Italian single-seater powerhouse Prema Racing.

This year he stepped up to F2 with Prema, and has endured highs and lows throughout the campaign. He scored a maiden F2 win in Silverstone's sprint and added a further triumph in the Hungaroring feature race. He occupies sixth position in the standings.

"Reaching F1 is a dream I've had since I was a small boy," Antonelli said. "I want to thank the team for the support they've given me and the faith they've shown in me. I am still learning a lot, but I feel ready for the opportunity."

Alongside his F2 commitments, Mercedes has also handed the Italian an extensive test programme in its previous F1 cars, including its 2022 ground effect W13. His first outing in an FP1 session for Mercedes took place on Friday at Monza but ended in a high-speed 52G crash at Parabolica. "I guess he was just bitten," Wolff said about the shunt after just a handful of practice laps. "Everyone suffered from the temperature, especially rear temperatures



S BLOXHAM

replacement

around Ascari at these kinds of speeds – that is why the rear stepped out. We would rather have a problem in slowing him down than making him faster. What we have seen in one and a half laps is just astonishing."

SARGEANT OUT, COLAPINTO IN
Over at Williams, Formula 2 race winner Franco Colapinto finished 12th on his grand prix debut at Monza after being subbed in to replace the underperforming Logan Sargeant. The 21-year-old Argentinian was drafted in on the Monday after the Dutch GP when Sargeant's latest practice crash convinced team boss James Vowles to make a quick driver change.

Vowles turned to Williams academy driver Colapinto after deciding against bringing in Mercedes reserve Mick Schumacher. Red Bull's Liam Lawson was also under consideration, but only if Red Bull could keep the option to recall him on short notice, which was not a suitable arrangement for Williams. Colapinto vacated his MP Motorsport seat in F2 for the chance to contest the last nine F1 races of 2024.

An off through Lesmo 2 left Colapinto 18th in qualifying, just over a tenth away from making Q2. But a mature, error-free race allowed him to move to 12th on Sunday, earning the plaudits of Vowles as team-mate Alex Albon finished ninth.

FILIP CLEEREN

Race ban for Magnussen is criticised by rival drivers

FORMULA 1



Kevin Magnussen has received a one-race Formula 1 ban after reaching 12 penalty points on his superlicence following his Italian Grand Prix clash with Pierre Gasly last Sunday.

The Dane was hit with a 10-second penalty for contact with Gasly at the Roggia chicane, after the stewards had deemed him wholly to blame for the incident. Crucially, they also handed him two penalty points, which brings the Haas driver up to the maximum of 12 over a one-year period. Magnussen will therefore miss the Azerbaijan Grand Prix later this month. He accrued his other 10 penalty points in the opening five races of the season, meaning that a ban had dangled above his head since May's Miami GP.

Magnussen was "completely confused" by the decision, feeling that it was a smaller incident than the earlier clash between team-mate Nico Hulkenberg and Daniel Ricciardo that earned a larger penalty. "I don't understand it at all," he said. "Me and Gasly raced hard into Turn 4. Before, we had slight contact, we both missed the corner, came back on track again, no damage to either car, no consequence to the race of either of us, and I get a 10-second penalty. But lap one, Ricciardo put Nico in the grass at 300km/h, completely destroyed Nico's race, massive consequence and damage to Nico's car, and he gets a five-second penalty. Where's the logic? I just don't get it."

Gasly reckoned Magnussen did not deserve a penalty. "I'm a bit surprised by that because he tried, but it was a bit of wheel to wheel and, in the end, I really didn't lose any time," the Alpine driver said. "I hope somehow they can revert that because that would be definitely unfair. I'll be happy to [vouch for Magnussen] – I'll see what I can do. That will feel very unfair for the incident that it was."

Fernando Alonso added his sympathies for Magnussen, feeling that some of the points he has notched up were for minor infractions rather than downright dangerous driving, which is why they were introduced in the first place. "Penalty points, as we discussed many times, should be for dangerous driving," Alonso said. "This is part of racing."

Haas is likely to turn to its reserve, 2025 race driver Ollie Bearman, to replace Magnussen in Baku. It would be Bearman's second grand prix start after he deputised for Ferrari's Carlos Sainz in Saudi Arabia.

JAKE BOXALL-LEGGE

P14 ITALIAN GP


Gasly, here leading Magnussen, spoke up for the Dane
BAGNALL

Bottas in pole position to stay with Sauber

FORMULA 1

Valtteri Bottas is leading the race to partner Nico Hulkenberg at the Sauber Formula 1 team next year. The 35-year-old is understood to be the number one target for the squad for the final year of the current rules cycle before Audi takes over the team in 2026.

It is understood that Bottas, who has been with the team since 2022, has been offered a one-year deal, but the Finn is seeking a one-plus-one contract. Audi had hoped to persuade Carlos Sainz to join the team, only for the Ferrari driver to sign for Williams instead. It is keen to offer a one-year deal in order to maintain flexibility for the following season, its first as an official works entry. Another option is McLaren youngster Gabriel Bortoleto, who won the Formula 3 championship last year and is in title contention in his rookie season of Formula 2.

Bottas and Sauber have been struggling for performance this year, with the team falling back to be the slowest on the grid. After 16 races it is the only team yet to score points, and former Ferrari chief Mattia Binotto has been recruited as CEO to help turn the ship around.

Bottas acknowledged that he was in discussions with Binotto over a new deal, putting his faith in the Swiss-born Italian to get Audi's F1 project on the right track for 2026.

"I put full trust in Mattia," said Bottas last weekend at Monza. "He knows how to lead a team and I think he's learned a lot in the last weeks what the team needs. We continued the discussions this week. I was at the factory on Tuesday and making progress. I think there's interest both ways but I don't want to give anything more than that."



HONE/MOTORSPORT IMAGES

Binotto added that the team needs "reshaping" after struggling to improve its 2024 car at its Hinwil factory in Switzerland. "The base car that we started the season wasn't that far off, but we haven't found big enough steps," he said. "A bit of change probably is good for the long term."

BEN HUNT & ROBERTO CHINCHERO

Teams against BMW move for two-driver ban

WEC

The push to prevent teams in the World Endurance Championships from running two-driver line-ups in Hypercar appears to have been rebuffed. The proposal put forward by the WRT BMW squad has not met with favour from the other participants.

Even WRT boss Vincent Vosse, who led the calls for a rule change following Cadillac's decision to run only two drivers in the six-hour races this year, has conceded that the status quo is likely to be maintained into 2025. "I would be surprised if there is a change," he said. "It seems that most of the manufacturers are against imposing a new rule."

The complexities of mandating three-driver line-ups and the raft of rule changes it would entail explains why the majority appear to be against a shift. At the moment there are no drive-time regulations in Hypercar and there is no provision for a team to nominate a reserve on a race weekend, even at the Le Mans 24 Hours. A late stand-in at present has to be signed off by the race stewards.

"It would create a lot of complexity in the regulations," said Porsche Penske Motorsport managing director Jonathan Diuguid. "We carry a spare driver at some races but not every one. Right now if one of our drivers got sick we could make it through the weekend. If we start enforcing three drivers it will start causing problems, particularly with event conflicts where we can't have a spare driver. Also these cars are complicated cars to drive, so you don't want to be putting drivers who are underprepared in the car. I don't like to throw around the S-word – safety – but this is probably something that falls into that category."

GARY WATKINS



Cadillac is running a duo in six-hour races

JEP/MOTORSPORT IMAGES

Aston Valkyrie Hypercar racks up 6000km


DREW GIBSON/ASTON MARTIN

WEC

Aston Martin's test programme with the new Valkyrie Le Mans Hypercar is in full swing. The first car has already completed 6000km (3700 miles) as the British manufacturer gears up for its campaigns in the World Endurance Championship and IMSA SportsCar Championship with the Heart of Racing team next year.

The Valkyrie AMR-LMH has completed the distance over the course of six days of testing. Following its shakedown on the Silverstone Grand Prix Circuit, it has undertaken two days at Donington Park, and then a further pair at Silverstone were followed by a move to mainland Europe for two more days at Motorland Aragon in Spain.

Aston Martin head of endurance racing Adam Carter expressed his content with testing so far: "We have set out a test programme with challenging and realistic objectives and we are going through the schedule ticking them off. So far we have accomplished 6000km and are very pleased with how it is going."

Carter would not reveal who has driven the AMR-LMH so far in addition to the drivers who took the wheel of the Valkyrie in the initial tests that preceded the release of the first photographs of the car. But Aston and HoR are already looking beyond Aston Martin's existing pool of GT drivers. "Through the initial testing phase we will be leaning on the Aston Martin Racing roster to support us and we have started to have a look at a few drivers from elsewhere as well," he said.

But Carter would not comment on whether the Valkyrie will make its race debut at the Daytona 24 Hours IMSA season-opener next January. IMSA has a so-called sanction test scheduled for Daytona in mid-November at which competitors for the season ahead are obliged to participate. Whether the Aston will be required to have completed the Valkyrie's homologation by that test is, said Carter, "a point of discussion".

GARY WATKINS

P30 AUSTIN WEC ACTION


DUTCH PHOTO AGENCY/RED BULL CONTENT POOL

Colapinto seat to F3 ace Goethe

FORMULA 2

The promotion of Franco Colapinto to the Williams Formula 1 team allowed Red Bull Junior Oliver Goethe to make his Formula 2 debut at Monza last weekend, and in doing so he passed up a distant mathematical shot at the F3 title at the junior series' final round.

The London-born racer reunited with MP Motorsport, the team with which he raced in F4 and FRegional, to replace Colapinto. "It's been crazy," said Goethe. "It was very unexpected, a very late call. My goal is to do F2 next year so it gives me that slight upper hand compared to other rookies having driven the car now this season."

Goethe qualified a highly respectable 12th at Monza, but was out of luck in the races. In the sprint, he was eliminated in the collision on the run to the first corner. In the feature, his tyre strategy was scuppered by the safety car.

Another F2 line-up change occurred at AIX Racing, where Indy NXT regular Niels Koolen replaced McLaren Formula E-bound Taylor Barnard. The Dutchman will stay put for the next round at Baku.

Goethe's F3 seat at Campos Racing was filled by Danish Formula Regional podium finisher Noah Stromsted.


FORMULA MOTORSPORT LIMITED

New-for-2025 F3 car unveiled at Italian Grand Prix

FORMULA 3

Formula 3's new machine for 2025 was unveiled at last weekend's Italian Grand Prix, replacing the Dallara F3 2019 that has served the category for six seasons.

The F3 2025 is powered by the same 380bhp, 3.4-litre Mecachrome V6 engine as its predecessor, and will form the basis of the series until at least the end of 2027. The car, which has covered 2000km of testing since its shakedown in the hands of Tatiana Calderon at Varano, is said to have been designed to "boost overtaking capabilities".

"Just like the current F2 car, together with the FIA, we have designed a machine that is challenging, safe, and the perfect tool to prepare young drivers who aspire to race in F1 in the future," said series boss Bruno Michel. "The 2025 F3 car has been designed to provide exciting racing, with a lot of overtaking opportunities. We have also worked to ensure this new car fits all types of drivers, taking into account the FIA's requirements regarding the steering effort. With this in mind, we have enhanced our car's driveability and comfort to further ensure the new generation car is more inclusive."

Michel also revealed that "several parts of the F3 2025 will use recycled carbon", and it will run on 16-inch tyres that will have a natural rubber component. Fuel supplier Aramco is developing a 100% sustainable product for the car.

The F3 car does not feature the curved DRS wing of its F2 sibling, FIA single-seater chief Nikolas Tombazis explaining: "The type of wing design that has been selected is one that allows a bit easier adjustability in terms of what shapes are simpler to move on an endplate of that design. The work we've done aerodynamically for the close racing helps confirm that the current solution, the one that we've adopted, is one that is quite well-behaved from a wake point of view, and that's why we selected this simpler one for Formula 3."

One team that will not be present in 2025 is Jenzer Motorsport. As reported last month, the squad – ever-present in the series going back to the inaugural GP3 season in 2010 – has now confirmed its exit.
SAM HALL & ALEX KALINAUCKAS

Alpine progresses despite pausing engine update


JEP/MOTORSSPORT IMAGES

WEC

Alpine appears unlikely to introduce the engine upgrade to overcome the problem that resulted in the early retirement of both its cars from the Le Mans 24 Hours before the end of the season. But it has insisted that it is not facing a performance deficit as a result – and backed that up at the Austin World Endurance Championship round last weekend with the best results so far for the A424 LMDh.

Charles Milesi qualified the best of the cars fourth, and he and team-mates Ferdinand Habsburg and Paul-Loup Chatin took fifth in the race. That was achieved without the new hardware to solve the valve problem that resulted in the early bath at Le Mans.

Alpine motorsport boss Bruno Famin explained that it is "most likely" that the revised valves will not come on stream this year. "It is the lead time: you need to define what you need, you need [to manufacture] the new part and then you need to validate the new part, which is quite a long process," he said.

In the meantime, Alpine is managing the engine protocols to overcome the problem, it has explained.
GARY WATKINS



McLAREN TROPHY McLaren's one-make series is set for an upgrade in 2025 with the launch of the Artura Trophy EVO. It features increased power from its three-litre, twin-turbo V6 engine, which a new push-to-pass facility boosts from 585bhp to 620bhp. Existing Artura GT4 and Trophy cars can be upgraded into the new EVO spec. The series has also introduced a new Pro category for silver-rated drivers, with those under 26 years old enrolled into an Academy programme with the opportunity to potentially join the marque's roster of factory drivers. For its third season, the category is adding a parallel series in North America for the first time. **Photograph by McLaren**

Briscoe is last into playoffs

NASCAR



HANSEN/MOTORSPORT IMAGES

Chase Briscoe became the last driver to punch his ticket to the NASCAR Cup playoffs via a surprise victory in a thrilling showdown last Sunday at Darlington. He held back a charging Kyle Busch to give Stewart-Haas Racing one last shot at a Cup championship before the team closes down at the conclusion of the 2024 season.

The race was thrown into chaos with fewer than 30 laps to go when Ross Chastain boldly chose to stay out on old tyres in an effort to save his season. Briscoe made a daring three-wide move for the lead (pictured), passing Chastain and, more importantly, Kyle Larson who had dominated the race up until that point.

The fight to make the playoffs was between Chris Buescher and Bubba Wallace for most of the night but it was all for naught. Busch ended the regular season with back-to-back runner-up finishes, but missed the playoffs for the first time in 12 years.

While Wallace fell short of the playoffs after being collected in a multi-car accident, his 23XI Racing team-mate Tyler Reddick topped the regular season points.

The 16 in the playoffs are Larson, Christopher Bell, Reddick, William Byron, Ryan Blaney, Denny Hamlin, Chase Elliott, Brad Keselowski, Joey Logano, Austin Cindric, Daniel Suarez, Alex Bowman, Briscoe, Harrison Burton, Ty Gibbs and Martin Truex Jr.

NICK DEGROOT

SAFETY CAR SHUNTS

The first crash of the Italian Grand Prix event last weekend came courtesy of the safety car. Bernd Maylander was conducting his usual high-speed Thursday laps when the Aston Martin Vantage F1 Edition snaked under braking for Parabolica and hit the barriers. Both Maylander and his passenger emerged from the wreckage uninjured.

FERRARI'S APPEAL APPEAL

Ferrari's appeal against its rejected appeal of the decision to restart the Spa 6 Hours WEC round in May after the scheduled end time was due to be heard on Tuesday, at the FIA International Court of Appeal in Geneva.

FORNAROLI GETS F2 SEAT

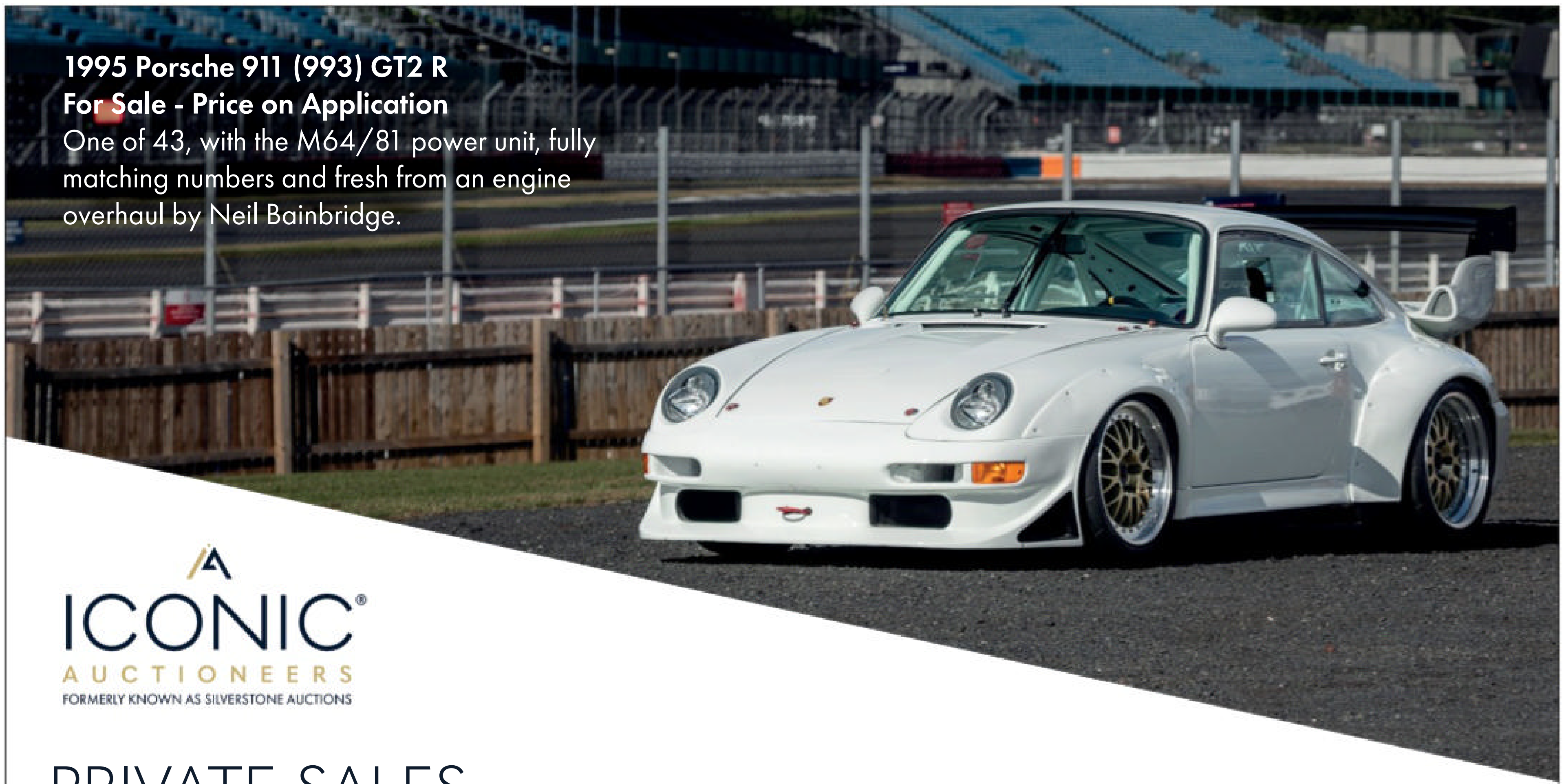
Newly crowned Formula 3 champion Leonardo Fornaroli will graduate to Formula 2 next season with Invicta Racing, the team confirmed just as we went to press. "Winning the F3 Championship is an incredible achievement for him, and I have no doubt that he'll do a brilliant job in 2025," said team boss Andy Roche. "We've followed Leonardo's single-seater career for a few years now and it's clear that he's an outstanding talent."

TYPHOON NIXES SUPER GT

Last weekend's Super GT round at Suzuka was postponed owing to Typhoon Shanshan, which made landfall in Japan in the days leading up to the race. It has been rescheduled for 8 December, meaning the Japanese Grand Prix venue will host the series finale for the first time since 2005.

KOSTECKI ON THE MOVE

The silly season in Australia's Supercars series kicked into top gear last week with the news that reigning champion Brodie Kostecki is switching to Dick Johnson Racing for 2025. Kostecki will replace Anton de Pasquale alongside Will Davison at the Ford squad. His vacated seat at Erebus Motorsport will be taken by promising Super2 ace Cooper Murray.



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McLaren's team orders saga

The very idea of favouring one driver over another goes against the grain at Woking, but it could be argued that choosing not to cost the team a 1-2 finish in the Italian GP

ALEX KALINAUCKAS

McLaren has one of the best problems any team can have in Formula 1. It's got two highly rated, hard-charging drivers capable of winning races – and, it seems, challenging for the championship. But for now, although it doesn't have the ugly animosity and crashes, Lando Norris-Oscar Piastri feels more Ayrton Senna-Alain Prost than Lewis Hamilton-Jenson Button.

Full credit to McLaren for getting to this position. It now has F1's best car and has secured arguably the championship's best and most-balanced driver line-up, albeit with plenty of competition from Mercedes pair Hamilton and George Russell.

But now, as much as McLaren hates it internally, the manner of its defeat at the hands of Charles Leclerc last weekend – with nous and precision for which the Ferrari star often doesn't get credit – means there's an unrelenting focus on its team orders stance and how it handles that. Reading between the lines, it seems that McLaren will enact a stricter approach and favour Norris now it feels the drivers' title is winnable. But there was another big question on this front leaving Monza: did McLaren's lack of team orders, and Piastri's subsequent Roggia chicane attack on Norris, cost a 1-2? There's enough evidence to suggest that it did.

First up, there's what came to be a key factor in how Leclerc won the race. He gently bedded in his second-stint hard tyres, and so was able to maintain them when it became clear that the one-stopper was viable. Although Piastri claimed that the graining on Leclerc's car "cleared up", what was actually happening was that his discipline in those early laps of the stint and stunningly consistent pace meant he made it home. But if Leclerc had been running third in the first stint and not been able to nip past Norris in the aftermath of Piastri's attack, then trying an undercut on either McLaren would have been Ferrari's most sensible strategic option. That's even though it was favouring the one-stop strategy pre-race – no one knew how the graining factor on the hards was going to play out.

> **"Norris said he's 'not here just to beg for someone to let me past'. That's to his credit"**

And, again, had Leclerc been chasing from third with Ferrari's competitive Monza package, he would have carried on encountering the degradation drop-off factor he showed at the end of the real first stint as he continued to chase in the dirty air. His times at this stage versus Piastri dropped by 0.5 seconds per lap in the four tours to the Ferrari's first service, where Norris closed to within DRS range. This also would have been exacerbated in the later stint (or, more likely, *stints* for Leclerc) by the need to stress the left-front early while attacking on the undercut to make a jump.

Also, had McLaren held its 1-2 for more than just the first third of lap one, it could have controlled the pace, or perhaps even used its second car to bottle up Leclerc while the leader moved clear. In hindsight, if McLaren's drivers had indeed held back, the one-stopper was perhaps possible for them. Controlling the race pace would have helped on this front, and don't forget how Norris currently retains an edge on tyre management over Piastri, which he couldn't show with the additional sliding from running in dirty air in third initially, then second in his middle stint.

The biggest unknown on whether McLaren really did lose a 1-2 last Sunday is the front-tyre graining factor. This was what had McLaren most concerned and so was reflected in its rear-wing level and strategy choice. On the one-stopper, this could have still undone McLaren's 1-2 hopes even without the drama over the team orders debate.

This debate extends into the final laps of last weekend. Once it became clear that Leclerc was going to hold on, McLaren could have ordered Piastri – who was also given the "Papaya rules" warning when exiting close to Norris at his first pitstop – to pull over and hand his team-mate three extra points to cut Max Verstappen's advantage to 59. McLaren didn't because it was hoping that keeping Piastri flat-out might force Leclerc into a late lock-up and off.

Other F1 greats surely would have been screaming on the radio for the last-lap second-third swap. Think Michael Schumacher or Fernando Alonso. Norris said afterwards that he's "not here just to beg for someone to let me past". That's to his credit, but could be viewed as a weakness elsewhere.

And it was interesting to hear from team boss Andrea Stella post-race regarding his experience working as Schumacher's performance engineer and Alonso's race engineer at Ferrari. These were periods that included the team orders sagas of those famous eras. Stella made the point that in these, the "successful driver was successful because he was gaining the success on track". The implication seems to be that the Ferrari team leaders of the early 2000s and 2010s forced the issue more through their domination elsewhere, practically ensuring team orders went their way on the occasions when they were required.

So, perhaps Norris should reflect on why he seemingly isn't able to be further ahead of Piastri, and thereby make the team orders question easier for McLaren...

P14 ITALIAN GP REPORT



What next for rallying in the UK?

Last weekend's Rali Ceredigion heralded the UK return of international competition, inspiring hopes that this could be the catalyst needed to bring back the WRC

TOM HOWARD

International rallying returned to Britain for the first time since 2019 last weekend as Rali Ceredigion made a successful European Rally Championship debut. The event certainly filled British rally fans with hope, and just *maybe* this can be a catalyst for a Rally GB revival.

Last weekend was yet another impressive step for a Welsh asphalt rally that has managed to put Britain back on the international sphere in only its fourth running. It's been achieved thanks to the tireless efforts of a team led by event director Charlie Jukes, who has managed to unite a community and secure funding from local councils and businesses to bring an idea to reality, through an army of 1250 volunteers. The organisers deserve huge credit for achieving this, and even more recognition after Rali Ceredigion showcased British rallying through a slick and professionally organised event. Fans once again flocked to the stages held around Aberystwyth and there was a buzz about the place, rekindling memories of when Wales last hosted the World Rally Championship five years ago.

It begs the question: is a closed-road asphalt rally, instead of the historical forestry gravel stages of the past, the future of Rally GB?

Factory Toyota WRC driver Elfyn Evans attended the event before flying to prepare for this week's Acropolis Rally in Greece. He believes the event has the potential to grow to WRC status: "It gives us hope. There's no reason why this event can't grow to even WRC status – perhaps accommodation would be the biggest challenge here in Aberystwyth, but definitely the roads and the organisation are capable of it. It would add something unique to the world championship, but still deep down I think everybody wants to see the classic Welsh forest back – that would be the ultimate, but I think this would be a viable option for the future."

Evans's view is among the majority. Rali Ceredigion is, however, conveniently located not far from the hallowed gravel roads of Hafren forest and Sweet Lamb, so a mixed-surface rally is feasible – and that's a concept the FIA is open to reviving.

Nicky Grist, former co-driver to Colin McRae, is among those who felt that Rali Ceredigion represented a positive "stepping stone" for the future and further adds to the case for a Rally GB bid. "It's not cheap to get the ERC, and then you've got to run the rally to a set standard," he said. "It has taken a big commitment and a lot of hard work and effort to pull in sponsors.

"Rally GB is something for the governing body in the UK to make sure it happens. It seems that up to a point they haven't necessarily backed it up. There are always options, but it has to be driven from the top and they have got to have a passion to do it."

What has been achieved by the Rali Ceredigion organisers has not gone unnoticed by Motorsport UK, and was witnessed first-hand by CEO Hugh Chambers and chairman David Richards, who toured the event on Sunday. Motorsport UK has stated for several years that it wishes for the WRC to return to these shores, but securing funding has proved a hurdle. The budget to secure the WRC is larger than the ERC at around £4.2million.

However, according to Chambers there is hope. "We're looking at a number of different options to bring the WRC back to the UK, not just in Wales, but also across the other home nations," he said.

"The standout element is the way the local community has got behind the rally"

"I think we are really in a much better position now to be able to achieve that than we have done for a number of years. There are interesting business models that have been adopted by other WRC events around the world that can narrow that [funding] gap.

"The [Rali Ceredigion] organisers have done an incredible job stepping up to this level. There is the potential for this event to be able to grow, but there are certain infrastructure challenges, not least accommodation, but that doesn't mean it's impossible. I'd rather celebrate the fact we're in the ERC and really build on that success and have this fantastic event on a multi-year basis."

While Chambers has not ruled out the future of a closed-road asphalt Rally GB, he admits that "probably" the DNA of a Rally GB is gravel. If that can be achieved, the event will have "that distinctive heritage place within the calendar".

The only aspect holding Rali Ceredigion back from the WRC is perhaps the infrastructure and accommodation, which is not insurmountable. But what the event certainly showcased is the power of a united community.

"Undoubtedly," Chambers said when asked whether there are lessons to be learned from Ceredigion. "But it also did apply to Wales Rally GB back in 2019. A lot of the elements that we see here, such as the STEM exhibition, are elements that we had as part of that.

"The standout element is the way the local community has got behind the rally, whether it's businesses, the council, other stakeholders, the university. They've understood the importance of this event for the local economy, and it's worked incredibly well."

Rali Ceredigion may or may not be the future of Rally GB, but it's certainly helped the cause to bring the WRC back.

P46 RALI CEREDIGION REPORT



A new home for a champion?

Ex-F1 racer and 2021 Formula E champion Nyck de Vries recently made an important trip to Japan. He liked what he found – and so did those in Super Formula

JAMIE KLEIN

For the first time since he lost his AlphaTauri Formula 1 drive halfway through 2023, Nyck de Vries was back at the wheel of a conventionally powered single-seater last month when he made his Super Formula debut at Motegi with Toyota squad Team Impul. And while the results may have been nothing special on paper – 18th in qualifying, 13th in the race – it's clear that de Vries impressed many people in the paddock with his approach and demeanour, while the Dutchman was in turn full of praise for the Japanese series.

De Vries became the fourth different driver of the year to fill the seat, first vacated by Theo Pourchaire after just one race. Following Ben Barnicoat's cameo at Autopolis, Toyota junior Hibiki Taira acquitted himself well in taking over the seat for Sugo and Fuji, but the case for Toyota to put World Endurance Championship regular de Vries in the car for Motegi was impossible to fault, particularly with his Formula E commitments on hold for the off-season.

With no prior experience of the car or the track, and not even so much as a go on the simulator, de Vries was always going to be up against it. He admitted to pushing too hard in qualifying and making some mistakes, hence his lowly grid position.

Come race day, things looked a lot more promising and de Vries was arguably unlucky not to at least score a point. Impul brought him in for his mandatory tyre change on lap 17 of 37 in response to Sena Sakaguchi's car stopping on track, which initially looked as if it could trigger a safety car but was finally covered off by double-waved yellows. That put de Vries in a strategic no man's land: he was undercut by those who had pitted early, and was unable to take full advantage of the tyre offset afforded by a later stop.

But, from Impul's perspective, what de Vries did off track at Motegi probably made more impact than anything he did on it.

Team director Kazuki Hoshino, son of team founder and Japanese racing legend Kazuyoshi, was effusive in his praise of his new charge. "I'm amazed," said Hoshino. "Young drivers should learn from what he has done. Before coming to Japan, he made a list of what he can prepare in advance, and he suggested an online meeting with me and the engineers to learn more about the car, the circuit, the tyres. I realised that even those that have made it to the top don't neglect these preparations.

"I thought his seriousness was amazing. He never stopped asking questions to make sure there was nothing that he didn't understand. During pitstop practice he was helping to push the car, and it made me think, 'This is what a top-class driver looks like.'"

The good news for de Vries is he has another go at making an impact on track when he returns in October for a double-header at Fuji, a circuit he already knows well. And he hopes that some of the methods he has introduced to the team from his time racing in F2 and other series can help it take a step forward after a difficult season so far.

"We spent a lot of time debriefing and discussing things, maybe slightly more than they are used to!" he grinned. "We can learn from each other. I do believe that in Europe there are more processes in terms of the analysis, pre, during and post-event.

"I'm not sure anyone was called by the stewards all weekend. In Europe, this doesn't happen"

When I returned to the team [after qualifying], I said, 'Let's make a report tonight and go through everything – not just discuss it but actually put it down on paper and try and figure out what to improve.' Otherwise there is not enough process behind it."

Prior to the weekend, de Vries revealed that he had been eyeing a move to Super Formula back in 2017, when he was still a McLaren junior, before finally opting to step up to Formula 2. Considering how Pierre Gasly did as a Red Bull protege that season, missing the crown by just half a point, who knows how a good season in Japan could have altered de Vries's career trajectory?

The 29-year-old explained an affinity for Japan dating back to his first visit to the country in 2009 for a kart race at Suzuka, where incidentally he would face two of his future Super Formula rivals, Nirei Fukuzumi and Ukyo Sasahara.

Looking back on his debut Super Formula weekend, de Vries highlighted the level of camaraderie and mutual respect between the drivers as something that struck him. "In the drivers' briefing there was an open discussion about the point at which you can't overtake each other prior to your qualifying lap," he recalled. "Impeding is never an issue here, whereas in Europe you always have people shouting at each other!

"I'm not sure anyone was called by the stewards the whole weekend. In European racing, this doesn't happen – partly because they over-regulate, they penalise things that shouldn't be penalised. And partly because the level of respect is not as high as it is here."

Whether de Vries ever races full-time in Super Formula remains uncertain, but it would be a huge boost for the championship if he did. And it's hard to think of too many other international drivers who would fit into the series more seamlessly.

RACE CENTRE



FORMULA 1

MASTERFUL LECLERC DEFEATS McLAREN AT MONZA

The Ferrari star had the right strategy to beat the rapid drivers in orange, who also got stuck into fighting each other...

ALEX KALINAUCKAS

PHOTOGRAPHY motorsport IMAGES



Is any celebration in motorsport more fervent than for a Ferrari victory in Italy?

BAGNALL

A contentious opening-lap pass at the Roggia chicane that had a Formula 1 title hopeful, facing already slim chances, in a proper pickle; the weekend's fastest team eating into its tyres and snatching defeat when victory was surely possible.

But unlike in the 2018 Italian Grand Prix, Ferrari came out on top last weekend at Monza. This time, it was McLaren struggling to understand how it had lost what looked to be a commanding position as it exited the Rettifilo chicane on lap one with a secure 1-2.

At this stage, not even eventual winner Charles Leclerc thought a second Monza victory for Ferrari was possible. "Just as sweet as the 2019 one," Leclerc would say afterwards. "I did not expect it going to the race. I thought that we would struggle a bit more compared to the McLaren, but also compared to the Mercedes..."

The Silver Arrows' hopes disappeared at the first corner, where it all looked so good for McLaren and polesitter Lando Norris. He'd launched well enough to move right and cover off team-mate Oscar Piastri on the inside line, with the Australian's move back left for the racing line at the approach to the Rettifilo stuffing third-place starter George Russell. He "just got caught out by Oscar's braking point" and locked up, before slaloming around the escape road blocks and rejoining behind Mercedes team-mate Lewis Hamilton in the pack.

Max Verstappen had been chasing his 2021 title rival from seventh on the grid, and the Red Bull shot around Russell's right-hand side as Curva Grande unwound. As the second chicane approached, Verstappen was gaining on Hamilton too, but ran out of time even as the Mercedes drifted a tad right. There followed the lightest of touches between Hamilton's right-rear and Verstappen's left-front. Then, on exit, Russell's maintained momentum and Verstappen's need to check up meant the Red Bull crushed the second Mercedes' right-side endplate and would soon force Russell to become the first of the frontrunners to pit.

Verstappen complained that "Lewis didn't leave a car's width" and wanted him penalised, but even this wasn't enough to blot out the memory of a much more interesting moment at the Roggia chicane just seconds ahead of a tediously familiar scrap story.

Norris had led through Curva Grande, but when he braked for the »



Polesitter Norris retains position (for now), as Russell heads for the escape road…

Roggia suddenly Piastri was shooting alongside and sending his McLaren into attack on the outside line. It was reminiscent of Hamilton versus Sebastian Vettel here in 2018, albeit with Norris avoiding a spin despite full opposite lock between the apexes. "If I brake one metre later, I probably would have crashed," he would say.

Piastri, with the fourth-starting Leclerc having pounced on the delayed Norris on the run to Lesmo 1, shot to a 0.6-second lead at the end of lap one of 53. Now, the prospect of what a different contest Monza was this time really came to the fore. And it all centred on the resurfacing work completed all the way around this illustrious, famed blast.

"It's a very different Monza because the track is now super-smooth so you can run stiffer set-ups and closer to the ground," McLaren team boss Andrea Stella said after qualifying, where the pole time, admittedly with cars a year more sophisticated, was nearly a second quicker than in 2023. The jet-black surface all around the 3.6-mile course was also sizzling under the late-summer/early-autumn heatwave in Lombardy. Track temperature when the race got under way was 52C – the weekend's highest.

On Friday, the teams had set about understanding how the combination of asphalt laid just 60 days earlier and the heat might impact the Pirellis. The result, in the traditional race simulations of the early Friday evening session, was severe graining on the medium tyres. And this was on both axles, which would later prove pivotal in the race's outcome.

It was obvious that the soft C5 was never going to be anything but a qualifying tyre, so the leaders had all started on the mediums. That's for all bar the Red Bull pair, starting on the hard tyres that pre-race hadn't been touched by the frontrunners. Had there been an early safety car, Red Bull was screwed on strategy given the time gain of a race-neutralised service for rivals, but team boss Christian Horner explained "we had nothing to lose". "We were at the back end of the front eight," he added. "If the deg had been much higher, then the hard was better than the medium. But it wasn't significantly better."

As Piastri led Leclerc through the opening stages – the McLaren's gap never rose above 0.9s in the first nine tours as they lapped in the 1m24s – Pirelli was getting feedback that "we're still graining", said its motorsport boss, Mario Isola. "Both on the medium and the hard," he continued. "Probably a little bit less compared to Friday – more on the front-left, while Friday was both front-left and rear-left."

At this stage, as the leaders coped with the graining, Norris ran closely adrift of Leclerc. He'd just got the gap under DRS range on lap 13 when McLaren acted – undercutting the Ferrari on lap 14, with Norris's smoky pitlane entrance resulting in a clipped marker board but no breach of the speed limit. McLaren turned him around in 2.2s and he rejoined behind Esteban Ocon, whose Alpine was immediately despatched at Roggia. From there, Norris's scintillating out-lap speed got him easily ahead when Leclerc was brought in next time around, also with a speed line lock-up, to cover the McLaren's stop.

This infuriated the Ferrari driver, who raged to engineer Bryan Bozzi, "Why did we pit if we are undercut?" The reason for his unanswered incredulity was obvious given how the graining significantly enhanced the power of the undercut last weekend. But it was in fact a blessing in disguise…

Piastri came in one tour further on, lap 16, and rejoined comfortably still in the net lead. His advantage over Norris was now 2.4s, while his pre-service advantage over Leclerc had been 3.4s, after ballooning over the six tours before the Ferrari stopped.

"I think Leclerc was as fast as McLaren because he could stay with Oscar in the first stint," Stella said. "And normally, when you have the dirty air and you can stay with the race leader, this leads to some more degradation – like Leclerc had in the final bit of the first stint."

Piastri's gap to Norris shrank to 1.5s over the next six laps, while Leclerc gamely hung on in third – once the yet-to-stop Carlos Sainz and the two-stopping Red Bulls had finally come in – and his deficit was similar to the second McLaren.

It didn't look like it, but the race was already changing. Piastri then pressed on to try to ensure that no McLaren team order arrived to allow Norris back into the lead, with the Briton also hustling to either make a move or see what his team might decide, being told racing »



MAUGER



…and Piastri sets his sights on his team-mate

SBLOXHAM

"IT'S A VERY DIFFERENT MONZA BECAUSE THE TRACK IS SUPER-SMOOTH SO YOU CAN RUN STIFFER SET-UPS"

QUALIFYING



TEE

"It just didn't feel like a nailed lap," was Lando Norris's explanation for why he'd initially described the effort that netted pole for the Italian Grand Prix as a "s*** lap" from aboard his McLaren. He'd led after the first Q3 runs with a 1m19.401s – heading team-mate Oscar Piastri, with their frontrunning rivals also arranged two-by-two behind. Practice pacesetter Mercedes was closest, then Ferrari, and Red Bull bafflingly at the back. Norris's advantage sat at 0.035 seconds, with the whole group covered by 0.671s.

The much-discussed Monza track changes were key – the new surface gripped up as ever more rubber went down and car balance had to change around this significant evolution, with the required adjustments to aerodynamic balance. And, with the top four teams much closer than the previous weekend at Zandvoort, tiny things added up.

For McLaren team boss Andrea Stella, who reckoned "every driver" from these squads might have "locked first place on the grid", his pair "got used to the track" changing and "the real difference was the driver being confident from the car".

At Mercedes, George Russell "managed to get it in the sweet spot" to maintain third on his final Q3 attempt near the rear of the pack, while Lewis Hamilton wound up sixth and "furious". At Ferrari, the return of its 'Monza-special' rear wing meant it was rapid in sector one but lost so much time in the middle segment that Charles Leclerc and Carlos Sainz finished fourth and fifth.

Red Bull was the big surprise: Max Verstappen could only take seventh ahead of Sergio Perez, with the Dutchman's difference to pole eventually 0.695s. Verstappen's car balance was "suddenly" understeering after he'd looked to be in pole contention with a Q2 1m19.662s on used softs that would be his personal best. Here, grip recovery after cooling the tyres and the track evolution factor had combined nicely.

In Q3, Perez, running ahead of his team-mate for the second run, clipped the edge of the Lesmo 2 gravel. There was no impact from the scattered stones for Verstappen, but he did have to encounter more disturbed air before braking earlier, and a better exit at Parabolica meant a 0.049s improvement over his first Q3 run.

And so, to the McLaren pair. Oscar Piastri "had big wheelspin out of Turn 1 and it was a bit of a mess from there", which meant the Australian didn't gain on his last lap. He held onto second, but the gap to his team-mate inflated to 0.109s, as Norris registered the 1m19.327s he wasn't impressed by.

This was because he'd "smashed the inside kerb of Turn 2 because I turned in too early", after pushing Turn 1 braking nicely. But "then I nailed the second chicane" to regain his lost time, while further small gains exiting Lesmo 2 and Ascari added up to his 0.074s improvement for pole.

XXXXXXXX



TEE

was free so long as it was clean within McLaren's nebulous 'Papaya rules' guidance. And Leclerc was happier on the hards. "Before the race, the one-stop was definitely the thing I wanted to do," he explained of what became his race-winning strategy. "After 10 laps [of the first stint], we saw that Red Bull started to struggle with the front left on the hard. And there we started to doubt the one-stop. However, as soon as I put [the hard on], I still thought that this was a possibility."

Helping here was, as Isola explained, how the graining problem was lessening – "much, much lower", in fact. The track evolution was easing things for the tyres used later in the race, with ever more rubber going down. Cloud cover had also built up to the point where there was a 40% risk of rain, and thunderstorms were spotted to the north-east, just without any wind to blow them in the circuit's direction. This cooled the track by 12C through the race.

Up ahead, Piastri was pulling away from Norris again. The Briton couldn't stop the graining on his left-front costing him grip lap after lap. This perhaps explained his lap-30 trip through the Roggia run-off, with his additional sliding in dirty air and taking too much life out of the hard tyres early in this stint proving costly.

With Leclerc back within DRS range, McLaren made clear its intentions for Norris, and he was called in to take the second set of new hard tyres and commit to the two-stopper on lap 32. For the next six laps, Piastri marshalled a near 6s gap to Leclerc behind, but the Ferrari driver felt "in the last two, three laps before Oscar pitted we were coming back a tiny bit". Indeed, the gap shrank to 5.6s when, on the 38th tour, Piastri too headed for his second set of hards.

The Australian endured a near-4s service due to a slow right-front change, which meant he came out just 2.4s ahead of Norris – over half his previous margin gone. At this stage, nothing but a McLaren win seemed certain – Leclerc's race may have been on the right trajectory, but hadn't been completely transformed.

Indeed, the attention was back on Verstappen versus Norris, as the Dutchman, now running fourth, had asked for permission to mount a rear-guard action even from a net sixth place ahead of his second pitstop. Red Bull, which acquiesced to this request, had signalled this was always coming when it gave him and Sergio Perez more hard tyres at their first services.

For eight laps, Norris chased his title rival, then when he got there was rebuffed at the first chicane on lap 40. He then passed with a DRS blast and saw Verstappen off on the brakes on the inside line there the next time around. After this, Verstappen pitted. He rejoined sixth and stayed there to the flag, his victory hopes non-existent through a combination of Red Bull's lack of lowest-drag rear wing meaning it propped up the qualifying speed trap, its car balance being so off that its graining was severe on both axles, and Verstappen's engine having to be turned down due to an issue for most of the race.

Verstappen ended up splitting the Mercedes pair, with Hamilton fifth after an anonymous run following that first-lap skirmish, and Russell recovering from his early and long front-wing change to end up seventh. Russell also beat Perez after a feisty battle early in the third stint of their two-stoppers.

As a result of the Verstappen/Norris contest, Piastri's advantage over his team-mate was back up to 4.4s. But still in front of both McLarens was Sainz. And suddenly it became clear exactly what Ferrari was trying to do: one-stop.

Leclerc had felt when chasing Piastri that "it was difficult for me to get closer, mostly because of the front left, and I had quite a bit too much understeer". Then once both McLarens stopped again, he "actually picked up quite a lot of front grip, having free air".

"I DON'T KNOW WHAT WENT THROUGH HIS BRAIN WHEN HE SAW HIS BLUE FLAG. THAT STINT HAD TO BE PERFECT"



Norris deposed from the lead by Piastri's around-the-outside attack at Roggia chicane

BAGNALL


Leclerc pounced to split the McLarens immediately after Piastri hit the front

HONE



Piastri's advantage over Norris was cut in half by slow second stop

S BLOXHAM


Norris shadowed Leclerc in opening stint before the McLaren was first to pit…

GALLOWAY


…then Leclerc followed a lap later, but for him it was to be his sole service

TEE

At this stage on lap 41, Leclerc's lead was 15.6s over Piastri, who had begun the chase by being warned he needed to "keep this pace, 22.0s" by engineer Tom Stallard. He eroded Sainz's 8s margin in six laps before getting ahead with a rapid DRS run into the Ascari chicane on lap 45. Norris then swiftly dispatched his former team-mate with an even easier fly-by down the main straight three laps later.

There were six laps to run and Leclerc was still 9.1s in front. His pace across the duration of Piastri's final stint came in 1.1s slower than the McLaren's 1m22.458s average, but it was enough – because, try as he might, Piastri couldn't hit his target lap time until the final two tours. Leclerc, meanwhile, stayed metronomic in the 1m23s for 33 straight laps, "really focusing" managing "my front left". Piastri's pace generally slipped up the 1m22s bracket and he wound up 2.7s short at the flag.

Also aiding Leclerc's famous seventh GP victory was Piastri losing at least 0.5s lapping Lance Stroll at Ascari on lap 49, where he complained that the Aston Martin racer, who was worried his left front was "going to explode", was "driving like it was his first go-kart race". "I don't know what went through his brain when he saw his blue flag," Piastri added. "I needed that stint to be perfect to win that race. I was pushing flat-out to try and do it. I couldn't have gone any faster than that."

McLaren lost due to factors combining, much of which was in its grasp. It can't be known how the race might have turned out had it imposed strict orders to preserve the short-lived 1-2, but it would have made things strategically more complicated for Ferrari and likely would have meant that the home team was the one needing an aggressive two-stopper to gain track position.

McLaren "knew it was a quicker thing to do" the one-stopper on paper, said Norris, but committed to the opposite because of something it had seen in practice. This was in the FP2 long runs, "when [the graining] happened you basically couldn't hit the brake pedal because you turned your front-left into a 50 cent coin", according to Piastri.

Pre-race, McLaren insiders had feared that the graining might again make lock-ups and offs likely. These had the possibility to destroy a race, so a one-stopper "seemed like a very risky thing to do", again according to Piastri. Stella also revealed that the MCL38 "traditionally tends to be very good on the rear tyres, but when we deal with front graining, we tend to be on the aggressive side. So, this made us a bit nervous." McLaren's rear wing, slightly bigger than Ferrari's, also meant higher speeds and load in Monza's few fast corners – Lesmo 2, Ascari, Parabolica – which added stress to the left-front and exacerbated the graining.

Finally, Stella concluded that "there was potentially more in the tyres than we might have anticipated. Obviously, everyone entered the race with doubts as to the tyres, because nobody ran hard tyres [in practice]. And when you are P3 [as Leclerc was], it's easier to say, 'Let me try the one-stop', than when you have the lead. If it doesn't work, then it's going to be a misery at the end of the race [for Leclerc]."

That this didn't come to pass was also down to the winner's actions. Yes, McLaren lost this race but, at the same time, Leclerc won it too. The track gripping up and cooling lessened the graining on Leclerc's hard tyres, as did his set-up. This included Ferrari's 'Monza special' rear-wing package unleashed here in 2023. This provided "really good top speed", reckoned the Monegasque.

Critically, it also helped preserve his front tyres, since the lack of downforce placed the focus on the rear axle and meant higher speeds in the faster turns weren't opening the left-front as they did with the McLaren. Minimising sliding was key to keeping rear graining under control, and Leclerc could do this because he felt "the balance of the car was also pretty good with that wing".

For Ferrari team boss Fred Vasseur, Leclerc judged his driving perfectly on the strategy "we started for". "McLaren pushed a bit more than expected on the first stint," he added. "Then Norris struggled before us, he had to pit, we wanted to cover him and stay in the same race as them because we had a feeling at this stage that we had an advantage on the tyres. The advantage was so good that »

TRACKSIDE VIEW



Renault engine staff display protest banner while also applauding their drivers

ALEX KALINAUCKAS

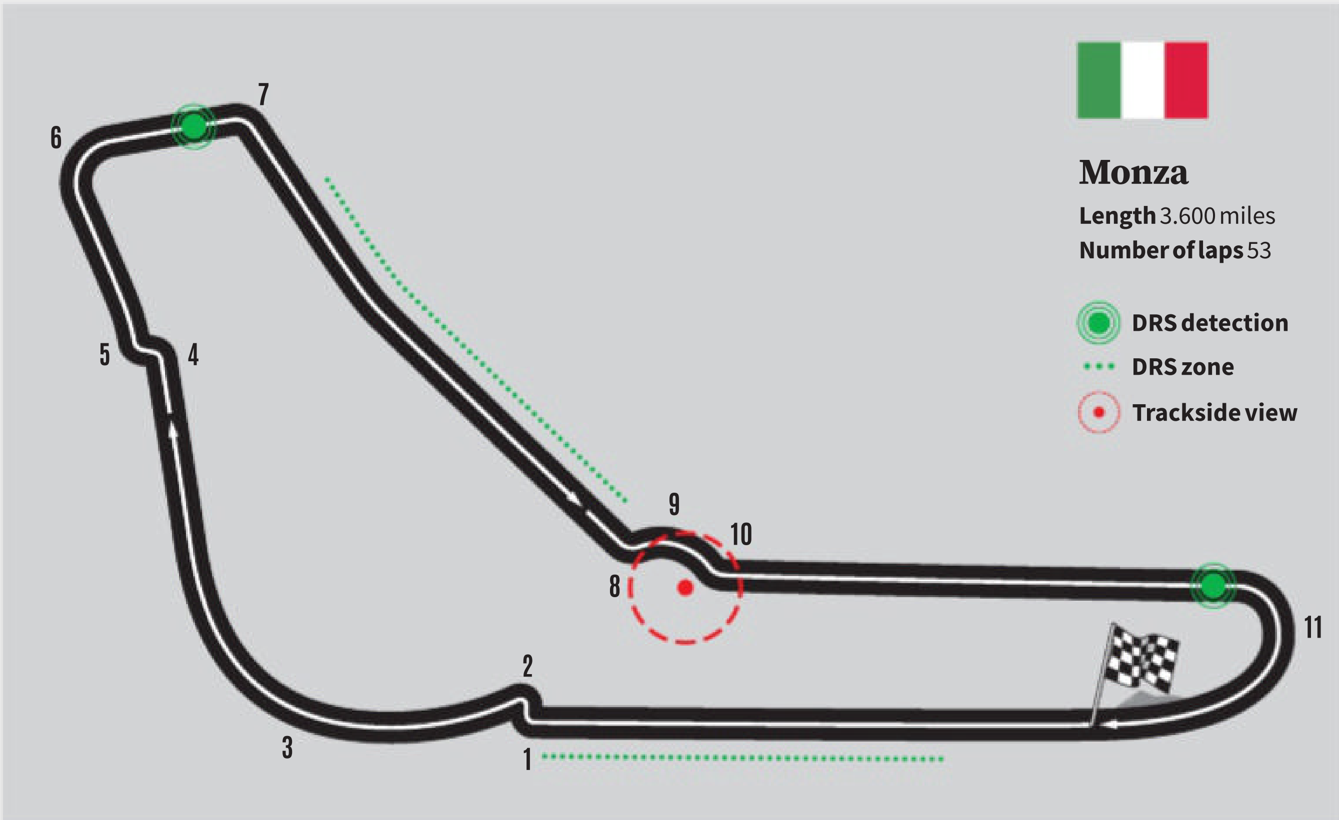
Williams stands out as most skittish through the Ascari complex

ALEX KALINAUCKAS

The €21million upgrade to the Monza circuit was a key talking point ahead of the Italian Grand Prix, particularly what the organisers had called "the demolition and reconstruction of the kerbs" at several famous corners. So, for FP1, Autosport heads to the Ascari chicane to see how the drivers are treating the three-part sequence now its kerbs have been lowered and flattened.

It's been a particular bone of contention for the drivers during the Thursday media day, with RB's Daniel Ricciardo saying "it's very flat now", while Mercedes racer George Russell reckons "it's going to offer the opportunity for drivers to cut the corner".

After heading out of the top of the paddock and observing the Renault engine staff protesting at Alpine's idea of becoming a Mercedes engine customer – those in the grandstand beyond the startline stand to display their banner and politely applaud Esteban Ocon and Pierre Gasly out of the pits at the start of FP1 – we take a hard right to leave the long walk to Rettifilo and cut across the infield to reach Ascari. As we tramp on under the blazing late-summer Lombardy sun, the circuit commentators are getting *really* excited about Andrea Kimi Antonelli's early laps. Their comments reach fever pitch as he puts Russell's Mercedes W15 top with his first flier, and then there's a certain agony in the air when he biffs it into the Parabolica on his second effort just as we arrive at our Ascari end point.



"Norris is slamming across the kerbs harder than other frontrunners"

After a 13-minute red-flag delay, we finally see how the drivers are indeed running quite far onto the kerbs through here compared to their 2023 lines around the old kerbs, which had drains running slightly down from the main kerbs, where drivers would try to thread their tyres through to nail their trajectories. The new kerb-riding is particularly the case for the second and third parts of the Ascari sequence – the cars still stay wide through the first left as it means they can carry better speed into the longer second part.

Lando Norris catches the eye early on – he's slamming across the kerbs at the third apex much harder than the other frontrunning drivers and particularly team-mate Oscar Piastri. But Norris is hardly outrageously cutting this point as had been feared. It just doesn't appear to be risking track limits, or taking away from the trackside viewing spectacle, which seems little different compared to when we came to the same spot in 2023.

Our main takeaway is how the Williams drivers are struggling all the way through the Ascari complex on push laps. Just past the halfway point, Alex Albon impressively saves a massive rear snap between the apexes of the second and third elements, while his new – and temporary – team-mate Franco Colapinto is sliding so much his car is almost drifting.

ALEX KALINAUCKAS

after 10 laps with the hard, it was clear for us that we could go until the end. Then you never know because you can have a cliff at one stage…"

It didn't because of Leclerc. He'd learned from his FP2 experience, where he'd caned his mediums and suffered a dramatic pace drop-off.

In the race, aided by the fact that Leclerc had been undercut by Norris, he could, in the words of Vasseur, "not overpush on the first couple of laps" of his long final stint on the hards. Leclerc's first two laps on these were 1.5s and 0.8s slower than Norris's, and Lesmo 2 and Parabolica had to be treated very gently to bed in the left-front. Vasseur reckoned "that's also what paid off at the end of the race".

Sainz, fourth and 15.6s back at the flag, had insisted that his podium rivals had initially come in too early and would "struggle to go to the end". At the first round of stops, he came in four laps after Leclerc.

But Vasseur theorised, "perhaps Carlos anticipated a bit more the fact that we could do one stop, and perhaps subconsciously, in his mind, he pushed a bit less", and so was too far back from Leclerc to capitalise when Ferrari's strategy turned out to be the winner.

"Just like in 2019, the last three, four, five laps it was quite difficult to keep the eyes on the track and I was obviously looking a little bit in the grandstands," Leclerc concluded. "I could see everybody was standing up and that was really nice. In 2019, I remember my mum was also in the grandstand because I didn't manage to have a paddock pass for her! This year, she did.

"Winning Monza again for Ferrari is a very special feeling."



World champ Verstappen had to be (dis)satisfied with sixth place

GALLOWAY



That Sainz couldn't capitalise fully on strategy no dampener on celebrations

MAUGER

"IN 2019, MY MUM WAS IN THE GRANDSTAND BECAUSE I DIDN'T HAVE A PADDOCK PASS FOR HER!"

NEXT F1 REPORT
Azerbaijan GP
19 September issue



GOODEN

ALBON BATTLES GRAINING TO FINISH NINTH

Alex Albon added to Williams's points tally with his third ninth-place finish of the season thanks to a successful one-stop strategy, although admitted he was having to "underdrive" to make the distance after suffering with front-tyre graining throughout the grand prix.

After qualifying ninth, Albon managed to hold position through the opening stint, but following the pitstops he lost a position to the faster Kevin Magnussen on the road. He then accused his Williams engineers of being "indecisive" over the radio, having asked whether he should push the Haas driver, but instead backed out of the fight and focused on sticking with him to ensure he moved up a position when Magnussen's 10-second penalty was applied.

Reflecting on the strategy, Albon felt that a two-stop would not have offered the same reward owing to Fernando Alonso's pace behind after pitting twice.

"Every time we were in a battle, then it was graining the tyres, so we were always not really in a good place to be honest with tyres," Albon reflected. "Kevin was pushing a lot harder throughout the whole stint, while I was having to manage the front-left the whole way through the race. So, I'm very happy to get the P9."

Albon's result puts Williams seven points behind Alpine in the constructors' championship.



GALLOWAY


MAUGER

Russell 'half a centimetre' from 'airborne' Perez shunt

George Russell reckoned that he was "half a centimetre" from an airborne crash with Sergio Perez, and took a dim view of the Red Bull driver's defence into the Rettifilo chicane on the 38th lap.

In his recovery from a miserable first lap, where he was forced to take to the first-corner run-off and later suffered damage to his front wing, Russell caught Perez after both drivers had completed their respective pitstops and attempted to make a move into the opening chicane. To defend, Perez moved to block in response to Russell's passing attempt, forcing the Mercedes to dip a wheel onto the grass. It looked as though Russell was set to back out, but Perez went to the racing line for the chicane and this gave the Briton space to thread a move down the inside to collect a net seventh place.

Russell was aggrieved by this, offering a forthright view of the incident when asked whether it had been a "fun" battle. "I mean, fun? I'm not sure you can just describe that as 'fun', because I thought I was about to go airborne when he was squeezing me at 340km/h. But yeah, hard racing and at least glad to make it one position. It was right at the very, very limit. We didn't crash at the end of the day and I got past him, but half a centimetre more and it could have been a different story."

In an earlier attempt to pass at Rettifilo at the start of lap 31, Russell had overcooked the braking and cut the chicane. After letting Perez back through, he immediately gathered a tow through Curva Grande and hoped to mount an assault at the next chicane, which Perez was not particularly pleased about. The Mexican wondered aloud why he was immediately under attack – but later conceded it was a "clever" attempt: "I was surprised. That was a pretty clever move – attacking me after he let me by."



SBLOXHAM

Number of kilometres Lewis Hamilton has raced in Formula 1, after finishing fifth at the Italian Grand Prix. With the Monza spectators reaching over 335,000 people – a record – expect that number to climb with him in a Ferrari next year.

ALL PHOTOGRAPHY: MOTORSPORT IMAGES


MAUGER

ASTON MARTIN'S RACE 'WELL-EXECUTED' BUT SCORELESS

Aston Martin walked away from Monza without any added points on the board, despite Fernando Alonso's claims that the race was "much better than expected".

The Spaniard spent the opening period of the race in the points, but the British squad's struggles with tyre degradation effectively locked it into a two-stop strategy. This put Alonso behind the one-stopping duo of Alex Albon and Kevin Magnussen, and he missed out on overcoming the Dane's 10-second penalty by just over 0.1 seconds to register a scoreless afternoon.

"It is very painful to lose the points because I think we deserve it in a way with a well-executed race," Alonso mused.

Lance Stroll attempted a late pitstop for soft tyres in a bid to nullify the fastest lap point, but his best effort could not do the job. He finished a lowly 19th.

Hulkenberg's battles with the RBs get physical

Nico Hulkenberg was at the epicentre of RB's difficult weekend, pushed off the road by Daniel Ricciardo and subsequently taking his revenge on Yuki Tsunoda.

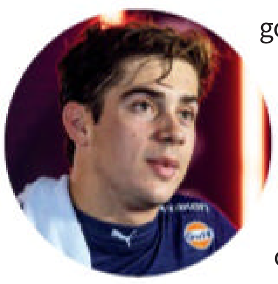
After losing positions in the opening lap thanks to getting boxed in through the opening corners, Hulkenberg was shown the door by Ricciardo at Ascari and ended up going off-road. This forced the Haas driver off the throttle and sent his car into anti-stall, which cost further positions. He tried to recover with a move on Tsunoda, but locked up at the first corner and went into the Japanese driver's sidepod, causing floor damage and eventually forcing Tsunoda's retirement after seven laps.

Hulkenberg got a 10-second penalty and Ricciardo a 5s penalty for their incidents. Ricciardo's ended up getting worse when he collected a further 10s because it had been served incorrectly. The rules state that the mechanics in the pitlane must not touch the car before the time is served prior to a pitstop, but the mechanic positioned at the front-right instinctively put a hand out and touched the front wing, immediately retracting it as he realised what he'd done. The added 10s eventually cost Ricciardo a place, moving him behind Franco Colapinto in the order to 13th. Hulkenberg, who had qualified well in 10th, crossed the line 17th.


MAUGER

Q&A

FRANCO COLAPINTO
NEW WILLIAMS DRIVER



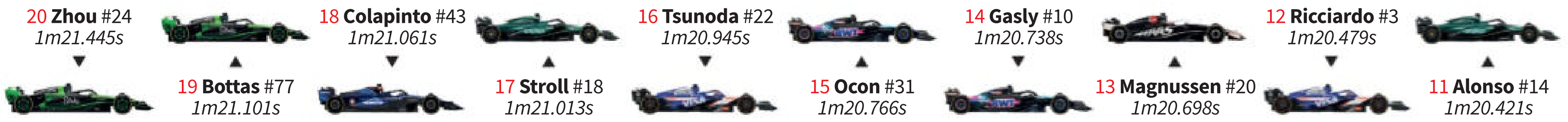
Describe your first Formula 1 race...
I am happy of course with the result [12th], but mostly happy with the pace. I have never done more than eight laps in a row before this and today I have done 53. I never tried the hard [tyre] compound as well. There was the little mistake [in qualifying], but I paid it back to the team with really strong pace. It's always tough, your first race, many unknown things, but I think we managed it well.

Any areas that you need to improve?
We have a lot of things now to take on to the team. The good thing is that, with the two-week gap, we have enough time to go through everything, to go through every lap of the race and understand what did I do wrong, what I need to do better, what are the strong points. The time was limited: the call was very late and I couldn't do a good preparation!

Do you think you have vindicated Williams's faith in you?
Of course we're happy now. James [Vowles, team boss] had the trust to put me in the car. It's a very difficult decision, the one that they made. Yeah, just looking forward to the next race. I'm feeling more and more comfortable in the car. This is a very good step forward to try to understand better, to learn more.

How was the experience of being an F1 driver?
You know what, you just have a very proud moment. Your first weekend and your first race is really good. I just enjoy it a lot. I try to enjoy every moment. The drivers are very nice. Some of them gave me some tips.

How much have you learned?
I learned a lot of things. We thought about a two-stop but at one point I felt that the tyres were good and I thought I could go to the end. I think we nailed the strategy. We did a good job on the tyres.



FREE PRACTICE 1

POS	DRIVER	TIME
1	**Verstappen**	1m21.676s
2	**Leclerc**	1m21.904s
3	**Norris**	1m21.917s
4	**Sainz**	1m22.126s
5	**Bottas**	1m22.127s
6	**Piastri**	1m22.199s
7	**Hamilton**	1m22.214s
8	**Albon**	1m22.220s
9	**Perez**	1m22.311s
10	**Alonso**	1m22.315s
11	**Magnussen**	1m22.572s
12	**Ricciardo**	1m22.605s
13	**Tsunoda**	1m22.714s
14	**Gasly**	1m22.763s
15	**Zhou**	1m22.854s
16	**Stroll**	1m22.864s
17	**Colapinto**	1m22.880s
18	**Ocon**	1m22.880s
19	**Hulkenberg**	1m23.157s
20	**Antonelli**	1m23.955s

WEATHER Sunny, air 32-34C track 50-51C

FREE PRACTICE 2

POS	DRIVER	TIME
1	**Hamilton**	1m20.738s
2	**Norris**	1m20.741s
3	**Sainz**	1m20.841s
4	**Piastri**	1m20.858s
5	**Leclerc**	1m20.892s
6	**Russell**	1m21.086s
7	**Hulkenberg**	1m21.140s
8	**Ricciardo**	1m21.300s
9	**Alonso**	1m21.316s
10	**Stroll**	1m21.363s
11	**Bottas**	1m21.461s
12	**Magnussen**	1m21.499s
13	**Albon**	1m21.592s
14	**Verstappen**	1m21.610s
15	**Perez**	1m21.678s
16	**Tsunoda**	1m21.735s
17	**Colapinto**	1m21.784s
18	**Gasly**	1m21.819s
19	**Ocon**	1m21.867s
20	**Zhou**	1m22.223s

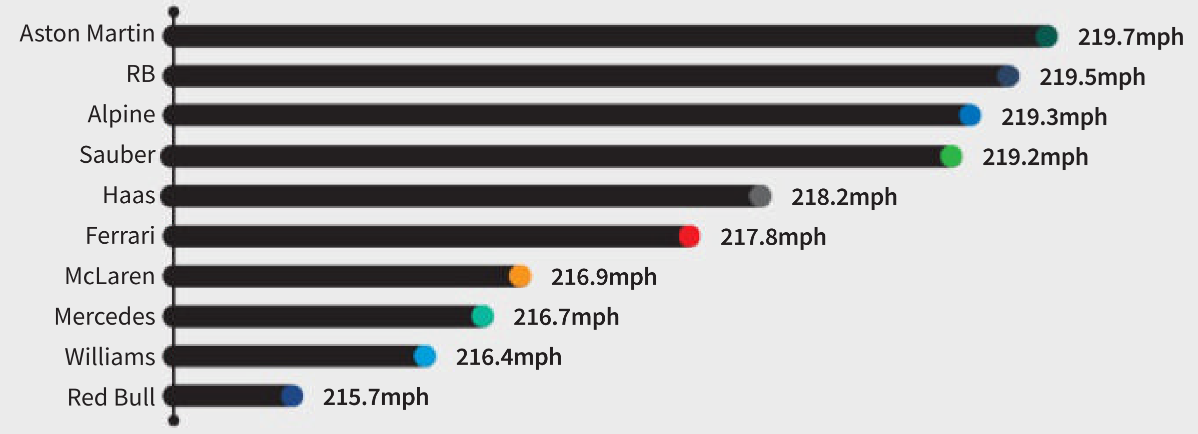
WEATHER Sunny, air 34C track 40-49C

FREE PRACTICE 3

POS	DRIVER	TIME
1	**Hamilton**	1m20.117s
2	**Russell**	1m20.210s
3	**Leclerc**	1m20.226s
4	**Piastri**	1m20.252s
5	**Norris**	1m20.262s
6	**Verstappen**	1m20.368s
7	**Sainz**	1m20.463s
8	**Albon**	1m20.596s
9	**Colapinto**	1m20.905s
10	**Hulkenberg**	1m20.943s
11	**Alonso**	1m20.968s
12	**Ricciardo**	1m21.077s
13	**Tsunoda**	1m21.141s
14	**Gasly**	1m21.155s
15	**Stroll**	1m21.157s
16	**Magnussen**	1m21.208s
17	**Ocon**	1m21.258s
18	**Perez**	1m21.287s
19	**Bottas**	1m21.357s
20	**Zhou**	1m22.035s

WEATHER Sunny, air 31-33C track 43-46C

SPEED TRAP (QUALIFYING)



QUALIFYING 1

POS	DRIVER	TIME
1	**Norris**	1m19.911s
2	**Leclerc**	1m20.074s
3	**Piastri**	1m20.076s
4	**Sainz**	1m20.149s
5	**Russell**	1m20.169s
6	**Verstappen**	1m20.226s
7	**Hamilton**	1m20.477s
8	**Albon**	1m20.542s
9	**Perez**	1m20.598s
10	**Alonso**	1m20.617s
11	**Gasly**	1m20.748s
12	**Ocon**	1m20.764s
13	**Hulkenberg**	1m20.781s
14	**Magnussen**	1m20.856s
15	**Ricciardo**	1m20.901s
16	**Tsunoda**	1m20.945s
17	**Stroll**	1m21.013s
18	**Colapinto**	1m21.061s
19	**Bottas**	1m21.101s
20	**Zhou**	1m21.445s

QUALIFYING 2

POS	DRIVER	TIME
1	**Hamilton**	1m19.641s
2	**Verstappen**	1m19.662s
3	**Norris**	1m19.727s
4	**Sainz**	1m19.799s
5	**Piastri**	1m19.808s
6	**Russell**	1m19.877s
7	**Leclerc**	1m20.007s
8	**Perez**	1m20.216s
9	**Albon**	1m20.314s
10	**Hulkenberg**	1m20.411s
11	**Alonso**	1m20.421s
12	**Ricciardo**	1m20.479s
13	**Magnussen**	1m20.698s
14	**Gasly**	1m20.738s
15	**Ocon**	1m20.766s

QUALIFYING 3

POS	DRIVER	TIME
1	**Norris**	1m19.327s
2	**Piastri**	1m19.436s
3	**Russell**	1m19.440s
4	**Leclerc**	1m19.461s
5	**Sainz**	1m19.467s
6	**Hamilton**	1m19.513s
7	**Verstappen**	1m20.022s
8	**Perez**	1m20.062s
9	**Albon**	1m20.299s
10	**Hulkenberg**	1m20.339s

WEATHER Sunny, air 33-34C track 42-49C

NEXT RACE
15 September
Azerbaijan GP
Baku

SEASON STATS

DRIVERS' CHAMPIONSHIP

	DRIVER	PTS	BEST FINISH	BEST QUAL
1	**Verstappen**	303	1	1
2	**Norris**	241	1	1
3	**Leclerc**	217	1	1
4	**Piastri**	197	1	2
5	**Sainz**	184	1	2
6	**Hamilton**	164	1	2
7	**Perez**	143	2	2
8	**Russell**	128	1	1
9	**Alonso**	50	5	3
10	**Stroll**	24	6	8
11	**Hulkenberg**	22	6	6
12	**Tsunoda**	22	7	7
13	**Ricciardo**	12	8	5
14	**Gasly**	8	9	7
15	**Bearman**	6	7	11
16	**Magnussen**	6	8	12
17	**Albon**	6	9	9
18	**Ocon**	5	9	9
19	**Zhou**	0	11	14
20	**Sargeant**	0	11	12
21	**Colapinto**	0	12	18
22	**Bottas**	0	13	10

CONSTRUCTORS' CHAMPIONSHIP

	TEAM	PTS
1	**Red Bull**	446
2	**McLaren**	438
3	**Ferrari**	407
4	**Mercedes**	292
5	**Aston Martin**	74
6	**RB**	34
7	**Haas**	28
8	**Alpine**	13
9	**Williams**	6
10	**Sauber**	0

QUALIFYING BATTLE

Verstappen	**16**	0	Perez
Hamilton	4	**12**	**Russell**
Leclerc	**10**	5	Sainz
Leclerc	**1**	0	Bearman
Norris	**13**	3	Piastri
Alonso	**11**	5	Stroll
Gasly	6	**8**	**Ocon**
Albon	**1**	0	Colapinto
Sargeant	0	**13**	**Albon**
Ricciardo	5	**10**	**Tsunoda**
Zhou	1	**15**	**Bottas**
Magnussen	2	**12**	**Hulkenberg**

Events removed when one driver in a team could not record a representative time for reasons outside their control

WINS

Verstappen	7
Hamilton	2
Leclerc	2
Norris	2
Piastri	1
Russell	1
Sainz	1

POLE POSITIONS

Verstappen	8
Norris	4
Leclerc	2
Russell	2

FASTEST LAPS

Norris	3
Alonso	2
Hamilton	2
Leclerc	2
Russell	2
Verstappen	2
Perez	1
Piastri	1
Sainz	1

STARTING GRID

10 **Hulkenberg** #27 1m20.339s 
8 **Perez** #11 1m20.062s 
6 **Hamilton** #44 1m19.513s 
4 **Leclerc** #16 1m19.461s 
2 **Piastri** #81 1m19.436s 

 9 **Albon** #23 1m20.299s
 7 **Verstappen** #1 1m20.022s
 5 **Sainz** #55 1m19.467s
 3 **Russell** #63 1m19.440s
 1 **Norris** #4 1m19.327s

RESULTS ROUND 16/24 (53 LAPS – 190.59 MILES)

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES
1	**Charles Leclerc** (MCO)	Ferrari	1h14m40.727s	15	Mn, Hn
2	**Oscar Piastri** (AUS)	McLaren-Mercedes	+2.664s	32	Mn, Hn, Hn
3	**Lando Norris** (GBR)	McLaren-Mercedes	+6.153s		Mn, Hn, Hn
4	**Carlos Sainz** (ESP)	Ferrari	+15.621s	2	Mn, Hn
5	**Lewis Hamilton** (GBR)	Mercedes	+22.820s		Mn, Hn, Hn
6	**Max Verstappen** (NLD)	Red Bull-Honda RBPT	+37.932s	3	Hn, Hn, Mn
7	**George Russell** (GBR)	Mercedes	+39.715s		Mn, Hn, Hn
8	**Sergio Perez** (MEX)	Red Bull-Honda RBPT	+54.148s	1	Hn, Hn, Mn
9	**Alexander Albon** (THA)	Williams-Mercedes	+1m07.456s		Mn, Hn
10	**Kevin Magnussen** (DNK)	Haas-Ferrari	+1m08.302s		Mn, Hn
11	**Fernando Alonso** (ESP)	Aston Martin-Mercedes	+1m08.495s		Mu, Hu, Hu
12	**Franco Colapinto** (ARG)	Williams-Mercedes	+1m21.308s		Mn, Hn
13	**Daniel Ricciardo** (AUS)	RB-Honda RBPT	+1m33.452s		Mn, Hu
14	**Esteban Ocon** (FRA)	Alpine-Renault	-1 lap/+12.659s		Hn, Mn
15	**Pierre Gasly** (FRA)	Alpine-Renault	-1 lap/+18.344s		Mn, Hn, Hn
16	**Valtteri Bottas** (FIN)	Sauber-Ferrari	-1 lap/+27.211s		Hu, Mu
17	**Nico Hulkenberg** (DEU)	Haas-Ferrari	-1 lap/+30.870s		Mn, Hn, Hn
18	**Zhou Guanyu** (CHN)	Sauber-Ferrari	-1 lap/+40.055s		Mu, Hu
19	**Lance Stroll** (CAN)	Aston Martin-Mercedes	-1 lap/+43.508s		Hu, Hu, Mu, Sn
R	**Yuki Tsunoda** (JPN)	RB-Honda RBPT	7 laps-accident damage		Hu

WEATHER Sunny then overcast, air 33C track 40-52C

WINNER'S AVERAGE SPEED 153.125mph **FASTEST LAP AVERAGE SPEED** 159.133mph.

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	**Norris**	1m21.432s	-	53
2	**Hamilton**	1m21.512s	+0.080s	53
3	**Verstappen**	1m21.745s	+0.313s	43
4	**Piastri**	1m21.943s	+0.511s	53
5	**Russell**	1m22.036s	+0.604s	49
6	**Stroll**	1m22.232s	+0.800s	52
7	**Alonso**	1m22.944s	+1.512s	46
8	**Perez**	1m22.971s	+1.539s	47
9	**Sainz**	1m23.219s	+1.787s	53
10	**Leclerc**	1m23.226s	+1.794s	33
11	**Hulkenberg**	1m23.275s	+1.843s	44
12	**Magnussen**	1m23.437s	+2.005s	51
13	**Bottas**	1m23.609s	+2.177s	52
14	**Colapinto**	1m23.728s	+2.296s	53
15	**Gasly**	1m23.755s	+2.323s	51
16	**Albon**	1m23.918s	+2.486s	53
17	**Ricciardo**	1m24.219s	+2.787s	52
18	**Ocon**	1m24.343s	+2.911s	52
19	**Zhou**	1m25.092s	+3.660s	17
20	**Tsunoda**	1m26.198s	+4.766s	4

RACE BRIEFING

FP1

ANDREA KIMI ANTONELLI replaced **RUSSELL** at Mercedes

RACE PENALTIES

RICCIARDO five-second penalty and one licence point for forcing Hulkenberg off track

HULKENBERG 10s penalty and two licence points for causing a collision with Tsunoda

RICCIARDO 10s penalty for not serving penalty correctly (mechanic 'worked' on car)

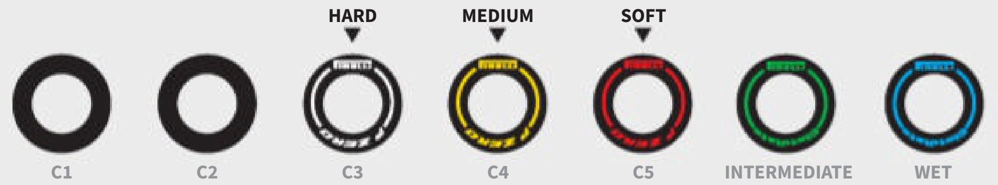
MAGNUSSEN 10s penalty and two licence points for causing a collision with Gasly

0.186s

Closest top six in Formula 1 world championship qualifying history

TYRES

KEY: **H - Hard M - Medium S - Soft I - Intermediate W - Wet** n - New set u - Used set



LAP CHART

	1 Norris	2 Piastri	3 Russell	4 Leclerc	5 Sainz	6 Hamilton	7 Verstappen	8 Perez	9 Albon	10 Hulkenberg	11 Alonso	12 Ricciardo	13 Magnussen	14 Gasly	15 Ocon	16 Tsunoda	17 Stroll	18 Colapinto	19 Bottas	20 Zhou
G	4	81	63	16	55	44	1	11	23	27	14	3	20	10	31	22	18	43	77	24
1	81	16	4	55	44	1	63	11	23	14	3	20	10	22	31	27	18	43	77	24
2	81	16	4	55	44	1	63	11	23	14	3	20	10	31	22	27	43	18	77	24
3	81	16	4	55	44	1	63	11	23	14	3	20	10	31	22	27	43	18	77	24
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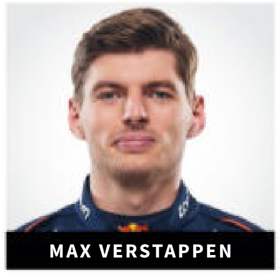
KEY: 1 Classification, 1 Lap number, G Starting grid, 10 Lapped, 27 Pit entry, 31 Overtook, 22 Overtaken, Retirement

ITALIAN GP DRIVER RATINGS

Leclerc fully deserves our maximum for mastering Ferrari's strategy, while Williams's late stand-in Colapinto impresses on his debut

JAKE BOXALL-LEGGE

RED BULL


MAX VERSTAPPEN

Started **7th** — Result **6th**

6 Looked at sea in qualifying, and his seventh place start was on merit. Lost ground to Hamilton in opening laps amid tyre graining phase, couldn't atone for slow pitstop with second hard stint, and final stint pace on mediums poor compared to Mercedes duo on hard tyres.


SERGIO PEREZ

Started **8th** — Result **8th**

5 Performed as expected, hence median score. Seven tenths off pole, held position behind Verstappen, but lost ground around pitstops. Battle with Russell perhaps on the edge, with move under braking into Turn 1. Eventually conceded the place and fell away quickly.

MERCEDES


LEWIS HAMILTON

Started **6th** — Result **5th**

7 Struggled to get on terms with McLarens and Ferraris in opening stint. Ran out of time to catch Sainz, but cut a 25-second post-stop gap down to just seven. Rued qualifying, feeling he should have had pole and would have beaten Sainz with better starting position.


GEORGE RUSSELL

Started **3rd** — Result **7th**

7 Did well to qualify third despite missing FP1 and most of FP2. Couldn't really help being boxed in at the start; lost front wing endplate cost him further. Rallied with early stop into clean air and, on two-stopper, managed to dispatch Perez despite opponent's robust defending.

FERRARI


CHARLES LECLERC

Started **4th** — Result **1st**

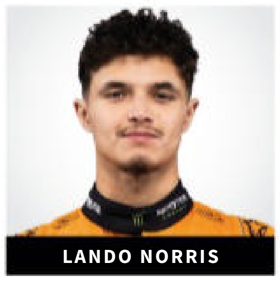
10 Made the strategy magic happen. Stint on hard tyres was four laps longer than Sainz's, but somehow kept more life in them. Persisted through graining phase to manage one-stopper, and preserved tyres to ensure Piastri couldn't get close in the dying stages. No errors.


CARLOS SAINZ

Started **5th** — Result **4th**

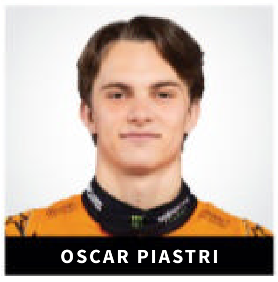
7 Showed moments of parity with Leclerc and the two were close in qualifying, but fell short in race. Astutely recognised McLarens wouldn't one-stop but struggled to keep his own tyres sufficiently alive. Did his part to protect Leclerc with solid defence against Piastri and Norris.

McLAREN


LANDO NORRIS

Started **1st** — Result **3rd**

8 Finally banished getaway ghosts with good start and proactive approach to first turn. Then failed to cover off Piastri's Roggia assault, lost a further position, and struggled with front-left tyre management. Came into play towards end with good pace, but ultimately fell shy of his team-mate.


OSCAR PIASTRI

Started **2nd** — Result **2nd**

9 Miffed after failing to maximise qualifying lap, but was opportunistic in passing Norris into Roggia – and, crucially, cleanly. Pace over Leclerc led to eventual breakaway from the peloton, appearing to be on for an assured victory before Ferrari turned race strategy on its head.

ASTON MARTIN


FERNANDO ALONSO

Started **11th** - Result **11th**

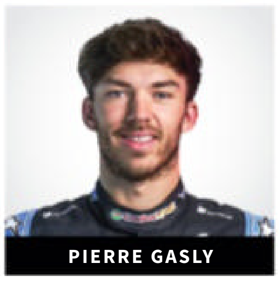
6 Declared his performance "inspired", but not inspired enough for points. Fell 0.01s shy of Q3, though benefited from Hulkenberg's poor first lap to reach top 10. Overlapped by one-stop strategies of Magnussen and Albon, and was 0.2s short of the points when penalties applied.


LANCE STROLL

Started **17th** - Result **19th**

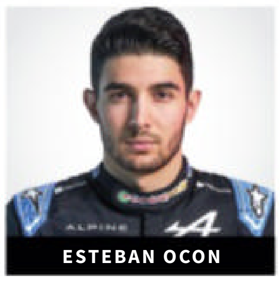
3 Miles off Alonso all weekend. Q1 exit contributed to difficult start. Overtaken by Colapinto on second lap, but eventually reclaimed the place. Sat between Alpines in the order before a third stop for soft tyres to take the fastest lap – that effort fell 0.8s short of Norris's effort on worn hards.

ALPINE


PIERRE GASLY

Started **14th** - Result **15th**

5 Won Alpine qualifying battle, but lost strategic war by finishing just under 6s behind Ocon. Undercut powerful enough to get stuck behind Albon, but then fell susceptible to Magnussen assault. Two-stopper didn't work without decent track position.


ESTEBAN OCON

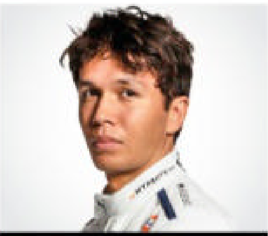
Started **15th** - Result **14th**

5 Got the one-stopper and rose through the order with long stint on hard tyres, but couldn't do much with it after the time came to stop. Recovered lost position to Tsunoda at the start and later moved past Gasly, but engine power deficit hampered Alpine all weekend. Lost ground to Colapinto at close.


Piastri looked to be on for an assured victory, but Leclerc had other ideas

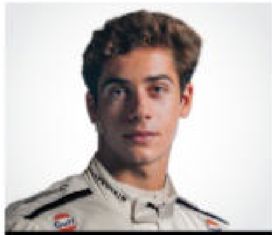
MAUGER/MOTORSPORT IMAGES

WILLIAMS


ALEX ALBON

Started **9th** — Result **9th**

7 Quick all weekend. Doubted ability to make the one-stopper work – but nonetheless achieved it. Realistically could not keep up with Russell and Perez early on, though managed pace well. Kept enough speed to see off two-stopping Alonso.


FRANCO COLAPINTO

Started **18th** - Result **12th**

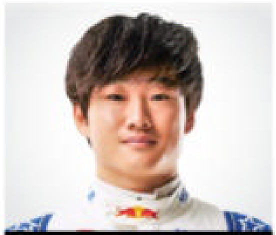
8 Dealt with pressure of late call-up admirably. Dialled himself in through the weekend, making few errors beyond FP1 off and overcooked second Lesmo in qualifying. Passed Stroll early on, and made one-stopper work despite lack of F1 tyre management experience.

RB


DANIEL RICCIARDO

Started **12th** - Result **13th**

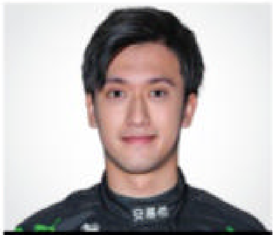
5 Qualified higher than Tsunoda, albeit separated by slim margins either side of Q1 cut-off. Copped 5s penalty for shoving Hulkenberg off at Ascari, and hurt by botched pitstop that cost further 10s. Finished ahead of Colapinto on the road, but penalty switched order.


YUKI TSUNODA

Started **16th** — Result **R**

5 Couldn't get a tune out of RB's new upgrade package, which he had and Ricciardo didn't, in qualifying. Made two places up at the start, but was hit by Hulkenberg early doors into Rettifilo and ended up retiring early with floor damage. Even if he'd finished, points would have been a tough ask.

SAUBER


ZHOU GUANYU

Started **20th** - Result **18th**

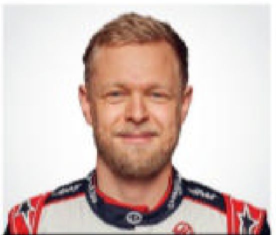
4 Qualified last, over three tenths off Bottas. Got the opposite one-stop to Bottas, with longer hard-tyre stint at the end. A loss of 13s to Bottas in the final six laps suggested hard tyre preservation was lacking. No errors throughout the weekend, but was the slowest on outright pace overall.


VALTTERI BOTTAS

Started **19th** - Result **16th**

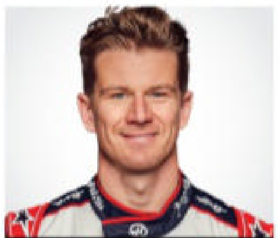
6 Performed admirably despite clear limitations of his car. Took gamble on going long into the race on hard tyres, briefly bringing him into top 10, but tyre offset and graining was behind eventual descent. Enjoyed short final stint, awarding chances to pass Zhou and Hulkenberg.

HAAS


KEVIN MAGNUSSEN

Started **13th** - Result **10th**

8 Punished heavily for almost inconsequential incident with Gasly, and misses Baku. Lovely move on Ricciardo early on, but hard-tyre stint was more impressive. Got past Gasly, Bottas and Albon en route to a rare points finish. Defended well from Russell and Perez in latter stages.


NICO HULKENBERG

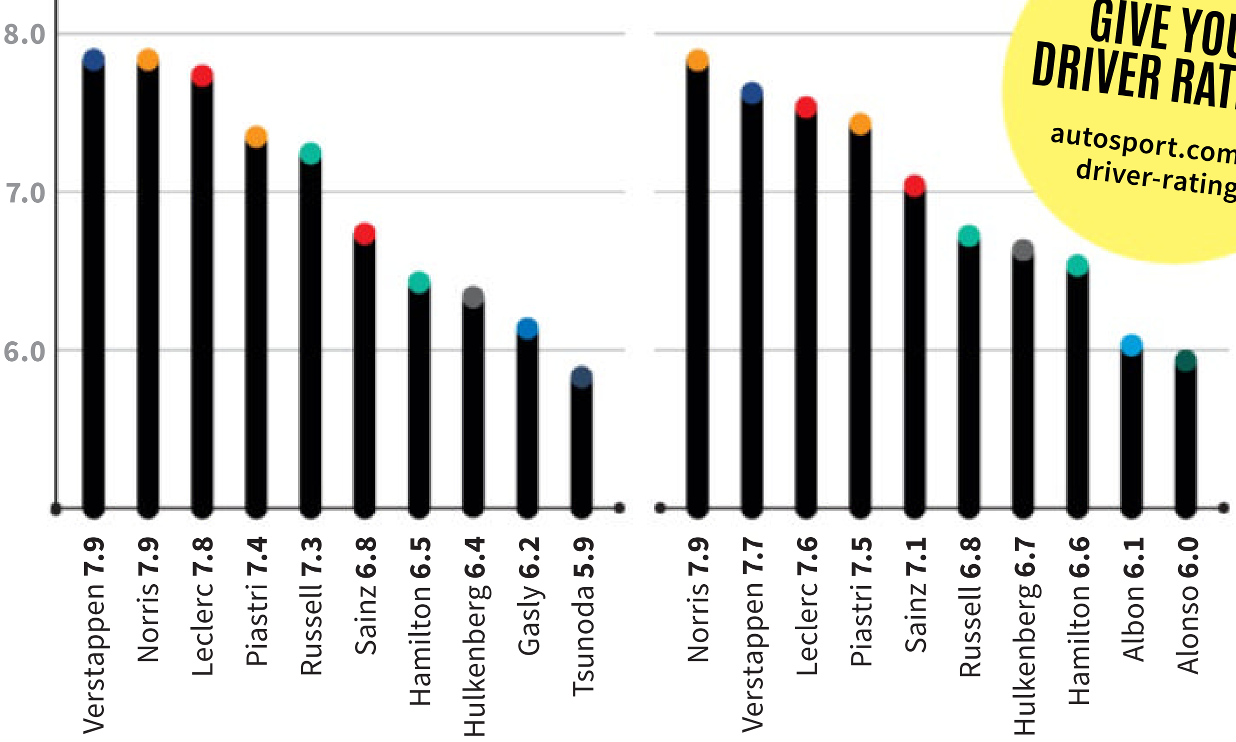
Started **10th** - Result **17th**

4 Got "boxed in" on opening lap, leading to fall down the order. Hampered by Ricciardo block, losing further places. Dive on Tsunoda was clumsy, and 5s penalty felt justified. Reckoned floor damage caused Parabolica bouncing. Missed opportunity to help Haas to double points finish.

TOP 10 AVERAGE RATINGS

AUTOSPORT'S RANKING AFTER ROUND 16*
* Excludes Ollie Bearman (10.0) and Franco Colapinto (8.0)

READERS' RANKING AFTER ROUND 16*
* Excludes Bearman (9.5) and Colapinto (7.8)







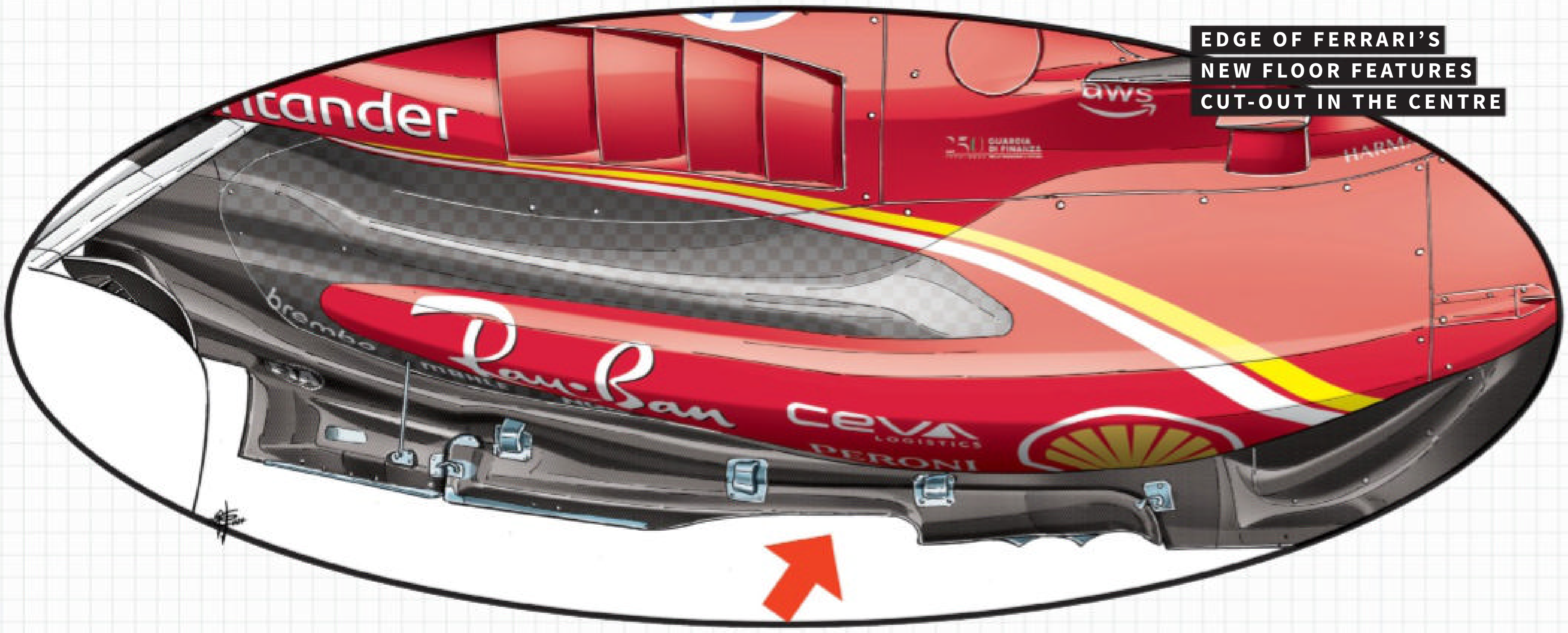


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FERRARI PRESSES ON WITH FLOOR DEVELOPMENTS

In taking the next step in its effort to dial out bouncing through high-speed corners, Ferrari introduced a new floor at Monza. The changes were extensive, ranging from the floor fences to the overall tunnel and edge geometry. The edge, for example, shows a cut-out in the centre. Ferrari's pre-event technical notes state that the "updated front floor fences target an improvement of the losses travelling downstream. The reshaped boat (the centre of the underbody) and tunnel expansion have been subsequently reoptimised, together with the floor edge loading and vortex shedding into the diffuser, which also receives the benefit of the deeper undercut."

The team had noted that bouncing was likely to be at a minimum at Monza anyway due to the reduced load produced by the skinny rear wings, but that it was nonetheless prudent to put mileage on the new design. "Our models are getting better, and we are confident that we are now better able to get a little bit of that really, really aggressive downforce that you see without initiating bouncing," said senior performance engineer Jock Clear. "The floor here is not a specific floor for the circuit, and it's part of our core development. So we're confident that it'll work at all circuits, and we will carry on this theme further down."

JAKE BOXALL-LEGGE

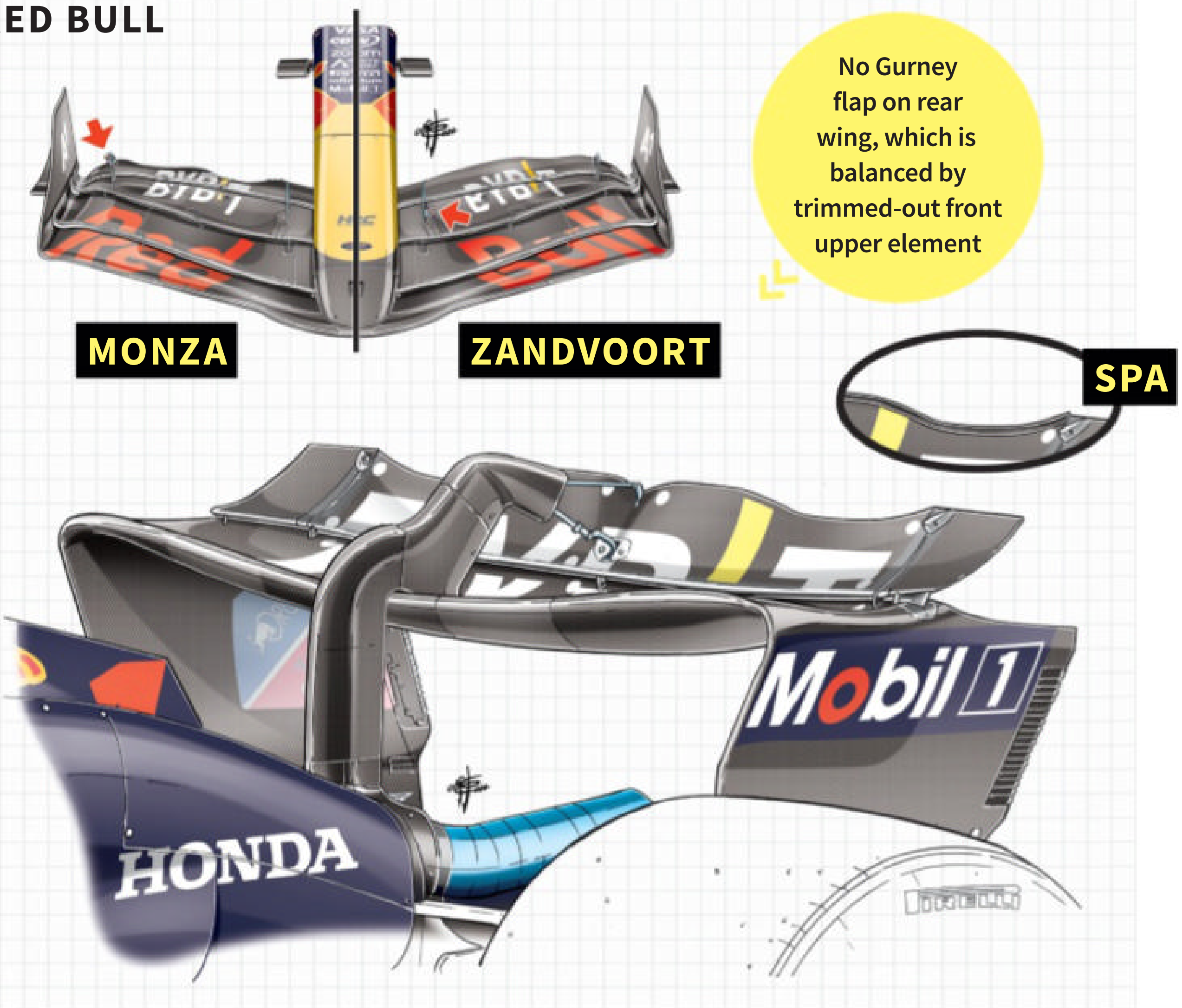
LOW DOWNFORCE EXPOSES RED BULL

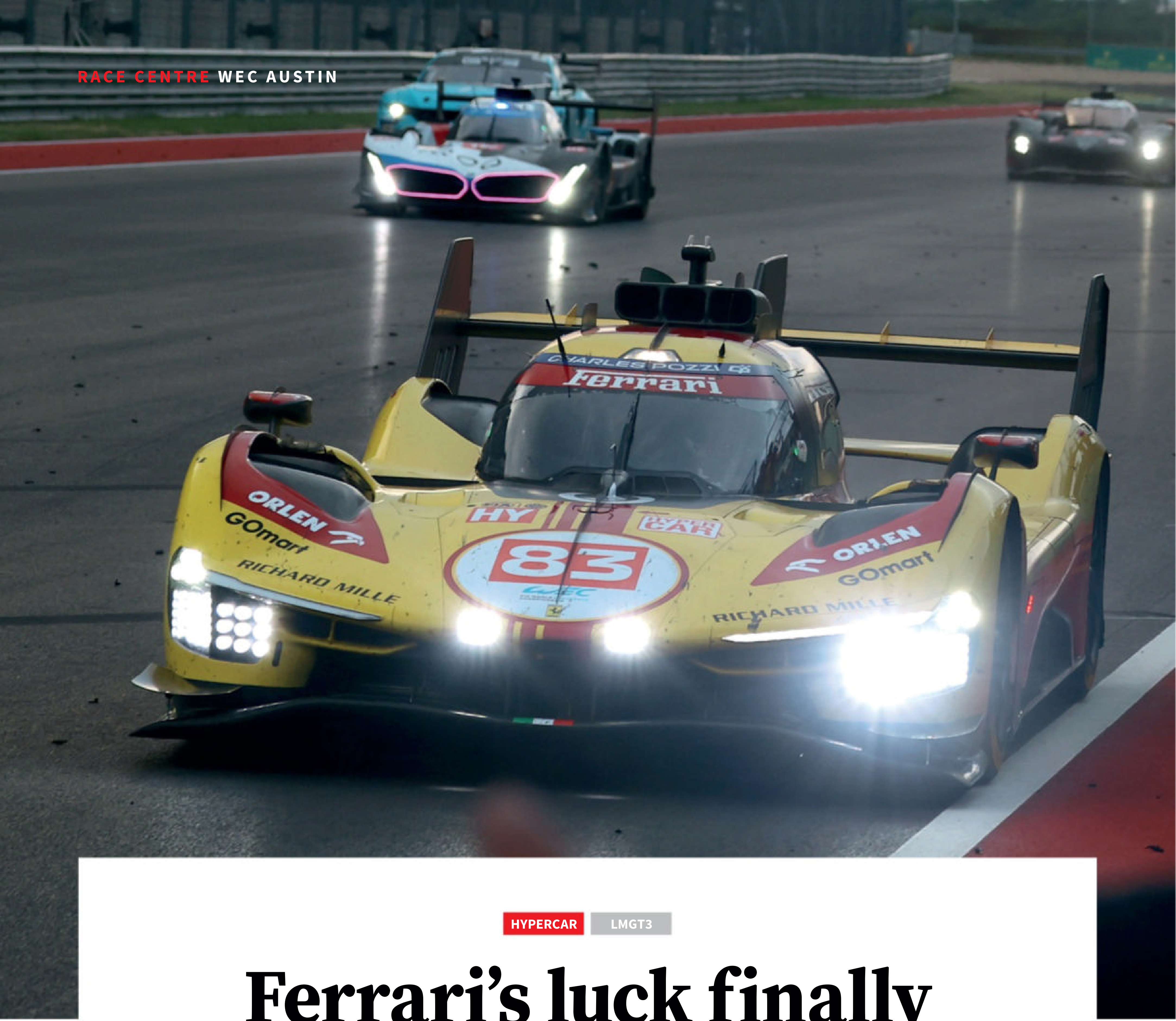
Red Bull took an interesting approach to its low-downforce rear wing for Monza, with two dips in the trailing edge to bleed off more drag to boost its straightline speed. The team trialled the design in practice for the Belgian Grand Prix, and pressed it into service in Italy without the Gurney flap used previously. A shorter wing chord in this area was targeted at improving efficiency, with a low-camber mainplane below. This was paired with a lower-downforce front wing to balance the front and rear, with a trimmed-out upper element.

At a low-downforce specification, however, Red Bull reckoned that the weaknesses of its RB20 were exposed more. "Perhaps running more downforce hides some of the balance issues that we have," said Christian Horner. "And you can see that we've got a disconnection in balance that just isn't working. Then as soon as you end up in that situation, you end up being harder on tyres, you end up compensating, you move the balance around, you secure one problem, you create another. So you end up in a vicious circle."

Despite its low-drag package, Red Bull sat bottom of the speed trap classification after qualifying – 4mph off the top (see page 24).

JAKE BOXALL-LEGGE





HYPERCAR LMGT3

Ferrari's luck finally turns in late drama

Toyota seemed to have pulled something special out of the bag at Austin, only for a penalty to allow Ferrari to take its first non-Le Mans series win

GARY WATKINS

Finally! Ferrari's 499P Le Mans Hypercar, already a two-time victor at the Le Mans 24 Hours, notched up a belated first win in a regular World Endurance Championship race at Austin last Sunday, fittingly within hours of the Scuderia Ferrari Formula 1 squad's triumph on home ground at Monza. But it didn't do it with the factory team, it should be pointed out, or on a day that it had the fastest car.

The AF Corse-run privateer 499P shared by Robert Kubica, Yifei Ye and Robert Shwartzman took the narrowest of victories after six hours of racing around the 3.43-mile Circuit of The Americas thanks to a significant slice of luck. The yellow Ferrari had led the majority of the way over the first two thirds of the race but, come the crunch hours at the end, it appeared to have been bested by the #7 Toyota GR010 HYBRID driven by Mike Conway, Nyck de Vries and Kamui Kobayashi. The Japanese car had the edge over the final stages of the Lone Star Le Mans event, only to lose victory to a penalty taken with 40 minutes left.

Kobayashi was adjudged to have failed to slow sufficiently under waved yellow flags and was handed a drive-through. He had been 10s up the road from Shwartzman when he dived into the pits, and emerged 9s in arrears. Such was the pace advantage of the Toyota in this crucial stage of the race that he was able to close the gap to just 1.8s by the time the flag fell. The result still might have been different but for a Full Course Yellow, the third of the race, that interrupted his chase. It deprived Kobayashi of a couple of laps in which to catch the Ferrari while the field trundled around the sweeps and swoops of COTA at 80km/h (50mph).

Ye, Shwartzman and Kubica's victory described as redemption for Le Mans hurt





ALL PHOTOGRAPHY: JEP/MOTORSPORT IMAGES

#7 Toyota had winning pace, and team felt Kobayashi's penalty was unfair

Ferrari knew it needed some good fortune for the 499P to finally notch up a victory away from the hallowed asphalt of the Circuit de la Sarthe, the luck of which it was deprived at May's restarted Spa WEC round and most certainly didn't need when it hit the strategic self-destruct button when the rain came at Imola the previous month.

"Today we were lucky because of the infringement under the double yellows," said Ferdinando Cannizzo, Ferrari's sportscar racing technical director. "Without the penalty Toyota would have finished in front. They were the fastest car on track today."

For the crew of the 499P that Ferrari calls a customer car but would probably better be described as a satellite entry, victory last weekend represented atonement for its failure at Le Mans in June. It led a chunk of the French enduro and was very much in the hunt, even with the penalty Kubica received for his controversial clash with BMW driver Dries Vanthoor, when it retired with a hybrid issue late in the 20th hour. "I think we can call it redemption for Le Mans," said Shwartzman, repeating a word also used by Kubica. "That was a big loss for us; it hurt a lot. We were hungry for that win and finally we got it here."

Kubica had moved into the lead during the opening hour after maintaining his second-place qualifying position to polewinner Antonio Giovinazzi in the best of the factory 499Ps run by AF. Minimum tyre pressures are declared before each WEC round and the Polish driver was having problems maintaining them. The solution? To go faster!

So Ferrari ordered the leader to move over so that the driver of the erstwhile second-place car could step up the pace. The tyre issue did have a knock-on for Kubica. As a result of the pressure problem he »



Kubica (#83) shadows polewinner Giovinazzi (#51) at the start

was given a full set of new tyres at the first round of pitstops while his pursuers in the red cars, Giovinazzi in #51 and Miguel Molina in #50, had fresh rubber only on the left side. The customer car held onto the lead, though, because Giovinazzi had to take a 5s penalty for contact with an LMGT3 Lexus, an impact that would come back to haunt him.

The tyre strategies between the customer Ferrari and the solo factory car remaining – #51 was out of the race by the two-hour mark – diverged over the race. Ye was sent out on the hard Michelin tyre, while Nielsen was given three mediums and one hard on the stressed left-rear corner. The yellow car needed to do a full double stint to stretch its 18-tyre race allocation through the six hours, and putting on the hards was a way to achieve that.

Ye knew a double on the hards wasn't going to make his life easy. "It wasn't the quickest way," said the Chinese driver. But he managed to hold off de Vries to the end of the stint. But not for the first time in the race, Toyota opted to bring its car in early in an attempt to make the pass during the pitstop cycle. The tactic worked: Kobayashi got the undercut after being strapped in for the final two hours. Once past, he took off and built the lead to 10s. Just as at Spa, it looked like Toyota had stolen this one from under Ferrari's nose.

Toyota came into this race in pessimistic mood. It insisted that it hadn't been quick in a test at Austin attended by all the Hypercar manufacturers bar Alpine at the back end of July, and then it received a double Balance of Performance hit – less power and more weight – for Austin. That Kobayashi could only put his GR010 ninth on the grid in the Hyperpole session for the fastest 10 cars in first qualifying and Sebastien Buemi qualified 12th didn't help the mood in the camp.

Given its aspirations before the start, there wasn't so much disappointment at Toyota post-race. "If you had told me this morning that we would have been second, I would have signed for it," said Toyota Gazoo Racing Europe technical director David Floury. "We got quicker as the track rubbered in and we had good tyre management [#7 only ran on the medium], but today we couldn't fight on track. We saw that with Nyck: he couldn't overtake the Ferrari even though it was on two-stint-old tyres. We were stuck behind them for half a stint."

But there was a little bit of anger at Toyota. It insisted that it had



Most of #50 Ferrari's time lost to the winning car was in first three hours



Sixth place enough to maintain #6 PPM crew's points lead

ALL PHOTOGRAPHY: JEP/MOTORSPORT IMAGES



"If you had told me this morning that we would have been second, I would have signed for it"

been treated unfairly by race control when it came to Kobayashi's penalty. Floury suggested that Shwartzman in the winning Ferrari had actually been a tenth faster than Kobayashi over the portion of track – the majority of the length of the back straight – covered by the waved yellows on the lap in question.

It was a mixed race for Toyota and the factory Ferrari squad. Le Mans winners Miguel Molina, Nicklas Nielsen and Antonio Fuoco came home third on a day when they couldn't match the pace of the other two 499Ps. The polewinning machine Giovinazzi shared with James Calado and Alessandro Pier Guidi (or would have done had the car got that far) went out early.

Giovinazzi had spun while attempting to lap the delayed Peugeot 9X8 2024 LMH with Paul di Resta at the wheel and then struggled to get the car going. And when he did, he could only trail slowly around to the pits. The Ferrari was pretty much instantly retired with what was described as a driveline issue. The root of the problem was not the spin but the earlier clash with the Lexus for which Giovinazzi had been deemed culpable. The contact damaged a rear rim, which set up a vibration that did for the car.

The #51 entry was the quicker of the two factory Ferraris while it was running. The Le Mans winners in #50 didn't look the same force on Sunday, at least for the first half of the race. The majority of the 26s by which Fuoco trailed the winning 499P at the finish was lost in the opening three hours.

There was also only one Toyota in the fight at Austin. Life was always going to be difficult for Brendon Hartley, Ryo Hirakawa and Buemi after the last-named missed out on a spot in Hyperpole, though the car had made progress up the leaderboard. It was in the top six in the final hour when Buemi, on his out-lap after getting »

BMW MAKES PROGRESS – AND MISTAKES

BMW posted its most competitive display yet in Hypercar with the M Hybrid V8 LMDh at Austin. Yet the factory WRT team failed to improve on its best result of the season, sixth at Imola in April. The Lone Star Le Mans weekend was, reckoned BMW M Motorsport boss Andreas Roos, "a mixture of positives and negatives".

The big positive was that the BMW was able to race with *a* Ferrari – if not *the* Ferrari – and the Cadillac. Ongoing improvement over the course of BMW's first season in the WEC, a fast and flowing circuit layout favoured by the M Hybrid, and a bit of help from the Balance of Performance contributed to the upturn in fortunes.

The negative was that BMW missed out on bettering its Imola result courtesy of two mistakes late on in the race. Fifth looked on for the #20 car shared by Rene Rast, Robin Frijns and Sheldon van der Linde until a drive-through in the penultimate hour for a Full Course Yellow infringement. The car was still headed for sixth in the final hour when the team pitted it a lap too late at its final fuel stop, resulting in an overshoot of its energy allocation. The result was a 100-second stop-and-hold that relegated the car to 13th.

BMW did make it into the points, with the sister #15 car shared by Marco Wittmann, Raffaele Marciello and Dries Vanthoor taking eighth. The first-named had run ahead of Rast initially, though subsequently lost time with a spin in the second hour.

"We have clearly done some steps," said Roos. "The pace was good, especially in the long runs. We were able to fight with the #50 Ferrari and the Cadillac, so I wouldn't want to say that a podium was not within reach. Everything between P3 and P5 was possible today. But in the end we made too many mistakes."

As to whether BMW had made some kind of breakthrough with the M Hybrid, Roos wouldn't be drawn. "We were quick

"Everything between P3 and P5 was possible today. But in the end we made too many mistakes"

from the first free practice, but then we tested here," he explained. "Fuji might not be the best circuit for us and we won't test, so we will have no reference. It is too early to say that we have turned a corner, but I hope that the first podium can come soon."



Drive-through stymied #20's hopes



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13/16 FEB 2025	Valencia /E	GTWS	GT4	FWS	
27/02 MAR 2025	Aragón /E	GTWS	GT4	FWS	PTWS
06/09 MAR 2025	Barcelona Catalunya /E	GTWS	GT4	FWS	PTWS
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Season's best qualifying and race result for Alpine shared by Habsburg, Milesi and Chatin

back behind the wheel, moved acutely across to defend his position from Kevin Estre in the best of the Penske Porsche 963 LMDhs on the back straight. Contact was made, yet Buemi kept moving to his left. A second contact followed as the Porsche driver attempted to complete the pass with all four wheels on the track apron. The Toyota sustained bodywork damage and a left-rear puncture and also attracted the ire of the stewards. The Swiss was handed a 30s penalty and a couple of points on his licence.

There was no defence of Buemi's manoeuvre and he wisely apologised for his actions after the race, though his remorse seemed to be directed more towards the team rather than Estre. "I would like to apologise to the team for the contact I had with the Porsche," he said. "It was my fault and I'm sorry for that because obviously that effectively ended our race." The car ended up 15th and the last Hypercar finisher after Buemi received a further penalty for ignoring blue flags.

Porsche most definitely wasn't happy with Buemi's actions. Porsche Penske Motorsport managing director Jonathan Diuguid described them "as extremely dangerous" and suggested that race control "took the appropriate action".

It was a difficult day at the office for Porsche at Austin. The two Porsche Penske Motorsport 963s ended up sixth and seventh, the championship-leading entry Estre shared with Laurens Vanthoor and Andre Lotterer heading home the sister car driven by Frederic Makowiecki, Michael Christensen and Matt Campbell.

The Porsche was another car to make dramatic progress over the race after a disappointing qualifying: Estre conceded that he failed to put a lap together with what he described as a difficult car in the first qualifying session on the way to 14th. It was a more competitive proposition in the race, and PPM mixed it up on strategy to hoick #6 up the order. Estre's prediction that a top five was possible appeared



Fourth for sole Cadillac a fillip, but it didn't really have Ferrari or Toyota-challenging pace

ALL PHOTOGRAPHY: JEP/MOTORSPORT IMAGES

"It was my fault and I'm sorry for that because obviously that effectively ended our race"

on the money as the race drew to a close. But although he escaped from the clash with Buemi without damage, Estre was pinged for the same yellow-flag offence as Kobayashi. The drive-through dropped the car from fifth to sixth, still enough for its crew to maintain their championship lead with two races to go.

The two PPM cars were separated by just 4.6s at the finish, but the #5 963 should have been higher up the order – another operational gaffe by PPM lost the car more than 40s at the start. The safety cone in the pitot tube that measures airflow was left in place, which partially blocked the engine air intake and left the Penske team with no choice but to pit the car at the end of lap one.

Campbell and co probably wouldn't have made it onto the podium on a day that Porsche didn't have the pace to run at or near the sharp end for the first time this year. It would also have been tough for the car to finish fourth, a position that went to the solo Ganassi-run Cadillac V-Series.R shared by Earl Bamber and Alex Lynn. They reckoned the car was the best it had been all season, but it wasn't quite good enough to challenge Ferrari and Toyota when push came to shove at the end of the race. Its rivals picked up some pace as the rubber went down, something the Caddy failed to do.

The beneficiary of the Porsche penalty was Alpine, which collected fifth position with the A424 LMDh shared by Ferdinand Habsburg, Charles Milesi and Paul-Loup Chatin, easily the car's best result to date in its debut season. It followed the car's fourth-place qualifying position, another season's best, the day before.

In between times it wasn't plain sailing for the #35 car. Habsburg was penalised after locking up at the end of the back straight on lap one and tagging Bamber. The French car did show impressive pace thereafter, however. Milesi ended up with second fastest race lap, just two hundredths behind the mark set by the flying Kobayashi.

There was a bit of luck involved in Alpine's result, the Porsche penalty and two for the #20 WRT BMW M Hybrid V8 (see panel, p33) included. But the Renault brand is clearly on an upward trajectory in WEC even if it isn't in F1. The second car, driven by Mick Schumacher, Nicolas Lapierre and Matthieu Vaxiviere, also made it home in the points in ninth, one place behind the #15 BMW. The Jota Porsche shared by Jenson Button, Oliver Rasmussen and Phil Hanson ended up 10th, though was running between the two factory cars when the first-named had to stop with a puncture late in the final hour. The sister car retired after the team gave up trying to fix a problem that resulted in the car cutting out when it became clear that it wouldn't reach the 70% distance required for a classified finish.

P36 LMGT3 REPORT



DREW GIBSON/ASTON MARTIN

HYPERCAR LMGT3

Aston adds to its American dream

The latest Vantage GT racer continued Aston Martin's tradition of winning in Austin – and in fine fashion

GARY WATKINS

Aston Martin has made a habit of winning in the World Endurance Championship at Austin. Eight times, in fact, across GTE Pro and Am categories in the previous six visits of the series to the Circuit of The Americas. It continued its streak in the first year of the new LMGT3 class on the WEC's return to the Texan venue. And it did it in dominant style. The Heart of Racing Vantage GT3 pretty much had things all its own way as it gave the British manufacturer a first victory in the new class with the evo version of the Vantage introduced this year.

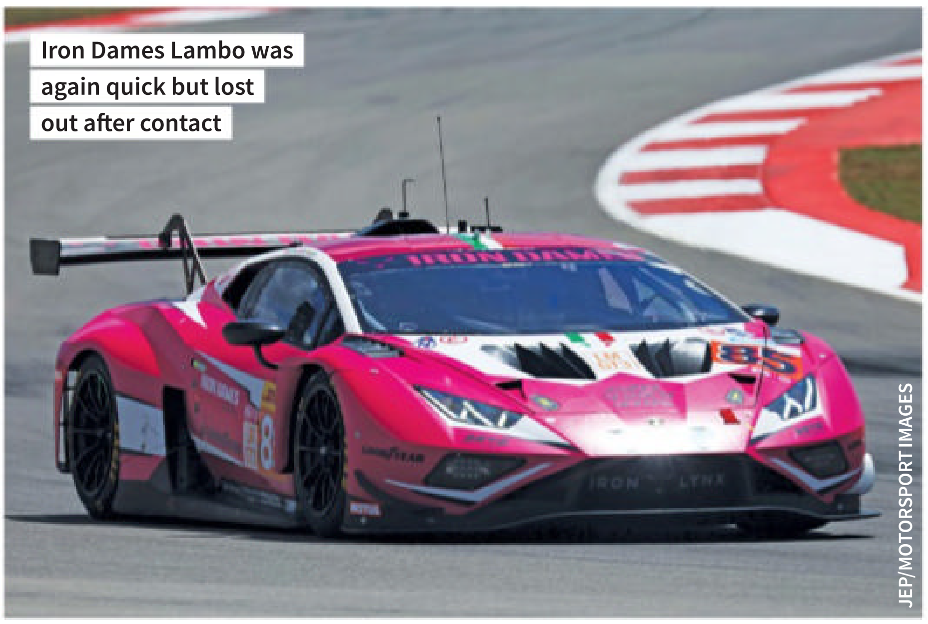
Ian James, Daniel Mancinelli and Alex Riberas led all but four of the 164 laps completed in class. Only during the first quartet of pitstop cycles was the Vantage not sitting pretty at the head of the leaderboard. A bit of assistance from the Balance of Performance helped, as did the issues encountered by a couple of the cars that might possibly have taken the fight to Heart of Racing. But the Aston clearly liked the circuit. Ditto the bronze driver in the HoR squad's line-up, the one who can be the biggest differentiator in this pro-am category.

"We know the Aston is good in the fast corners so it should be quick at a track like this," said expat Briton James, the squad's bronze and also its team principal. "I've lived in the USA for a long time now and have done a lot of racing here, so I know my way around this place."

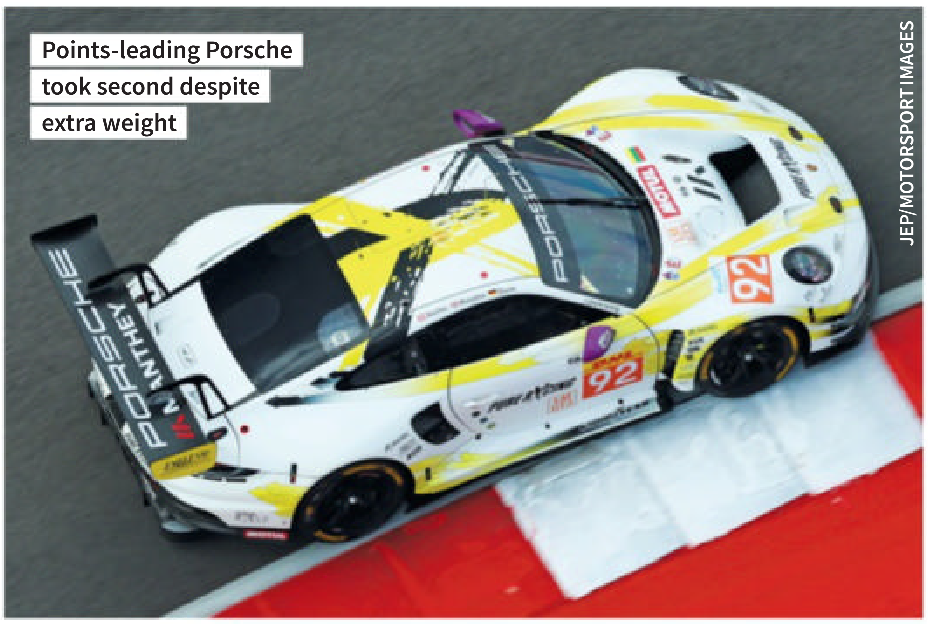
James claimed the class pole, the first for HoR since it took over the second Aston Martin Racing entry in GTE Am early last year. He followed it up with another outstanding performance in the race. He built up a 10-second advantage early in the first stint, as usual a battle of the bronzes, lost some of that gap early in the second half of his double, and then rebuilt the advantage before its end. Much of the hard work had been done by the time he got out of the car shortly after completing the minimum drive time for the bronze of one hour and 45 minutes in the six-hour contest.

Mancinelli doubled the advantage during his double, and thereafter Riberas only had to manage a gap that stood at 20.5s at the finish. No one else got a look-in, really.

It helped that two of their rivals put themselves out of contention early on. The Iron Dames Lamborghini Huracan GT3 EVO2 in which Sarah Bovy had led the chase through the opening stints clashed with the fastest of the TF Sport Chevrolet Corvette Z06 GT3.Rs in hour three. Rahel Frey made contact with the 'Vette driven by Rui Andrade as she tried to take second in the Iron Lynx-run Huracan, resulting in damage to both cars. The Lambo, in which Michelle Gatting


Iron Dames Lambo was again quick but lost out after contact

JEP/MOTORSPORT IMAGES


Points-leading Porsche took second despite extra weight

JEP/MOTORSPORT IMAGES



“Porsche took what might be described as a remarkable second given the weight it was carrying”



Aston victors, flanked by the Porsche crews, celebrate first 2024 win

JEP/MOTORSPORT IMAGES

joined Bovy and Frey, needed an immediate stop for suspension repairs that left it dead last at the finish. The American car that Andrade shared with Tom van Rompuy and Charlie Eastwood looked to have got away with a bit of body damage that could be sorted with some gaffer tape. But, as the race went on, the 'Vette's handling increasingly went awry. First a rear toe-link was replaced and then the car was withdrawn in the final hour.

The problems for the Dames Lambo and the TF Chevy allowed the championship-leading Manthey PureRxcing Porsche 911 GT3-R shared by Alex Malykhin, Joel Sturm and Klaus Bachler to take what might be described as a remarkable second position given the weight it was carrying. The two Manthey entries had taken a 15kg hit under the BoP for the race and were also loaded with success ballast given their positions at the head of the points table.

The Manthey EMA car shared by Yasser Shahin, Morris Schuring and Richard Lietz snuck onto the podium even though the first-named had lost time with a drive-through for a track-limits violation early in the race. Lietz inherited third in the closing stages when the fastest of the AF Corse Ferrari 296 GT3s, the entry driven by Francois Heriau, Simon Mann and Alessio Rovera, was penalised. Rovera moved over for Lietz shortly before coming into the pits to take a 100s stop-and-hold penalty for an energy violation resulting from a failure of one of its driveshaft torque sensors. The time loss dropped the car down to an unrepresentative 10th.

Fourth, for the third time this year, went to the United Autosports McLaren 720S GT3 Evo shared by James Cottingham, Nicolas Costa and Gregoire Saucy. It finished just 7s off the podium and would almost certainly have had at least a sniff of some silverware but for a clash between Saucy and Valentino Rossi's WRT BMW M4 GT3 at Turn 1 that left the Swiss driver with an uncomfortable vibration until a change of tyres at the next pitstops.

Rossi's Bimmer, co-driven by Maxime Martin and Ahmad Al Harthy, was ahead of the McLaren in the final hour, despite the motorbike legend receiving a 5s penalty for his part in the incident with the McLaren, when it retired with powersteering failure. The second WRT BMW took fifth in the hands of Darren Leung, Sean Gelael and Augusto Farfus.

P39 FULL RESULTS

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RESULTS WORLD ENDURANCE CHAMPIONSHIP ROUND 6/8, LONE STAR LE MANS, AUSTIN (USA), 1 SEPTEMBER (183 LAPS – 626.888 MILES)

POS	DRIVERS	TEAM / CAR	CLASS	TIME
1	Robert Kubica (POL) Robert Shwartzman (ISR) Yifei Ye (CHN)	AF Corse / Ferrari 499P	Hypercar	6h00m23.755s
2	Mike Conway (GBR) Kamui Kobayashi (JPN) Nyck de Vries (NLD)	Toyota Gazoo Racing / Toyota GR010 HYBRID	Hypercar	+1.780s
3	Miguel Molina (ESP) Antonio Fuoco (ITA) Nicklas Nielsen (DNK)	Ferrari AF Corse / Ferrari 499P	Hypercar	+26.282s
4	Earl Bamber (NZL) Alex Lynn (GBR)	Cadillac Racing (Ganassi) / Cadillac V-Series.R	Hypercar	+46.924s
5	Ferdinand Habsburg (AUT) Paul-Loup Chatin (FRA) Charles Milesi (FRA)	Alpine Endurance Team (Signatech) / Alpine A424	Hypercar	+1m10.513s
6	Laurens Vanthoor (BEL) Kevin Estre (FRA) Andre Lotterer (DEU)	Porsche Penske Motorsport / Porsche 963	Hypercar	+1m36.873s
7	Frederic Makowiecki (FRA) Matt Campbell (AUS) Michael Christensen (DNK)	Porsche Penske Motorsport / Porsche 963	Hypercar	+1m41.494s
8	Marco Wittmann (DEU) Dries Vanthoor (BEL) Raffaele Marciello (ITA)	BMW M Team WRT / BMW M Hybrid V8	Hypercar	-1 lap
9	Matthieu Vaxiviere (FRA) Nicolas Lapierre (FRA) Mick Schumacher (DEU)	Alpine Endurance Team (Signatech) / Alpine A424	Hypercar	-1 lap
10	Phil Hanson (GBR) Jenson Button (GBR) Oliver Rasmussen (DNK)	Jota / Porsche 963	Hypercar	-1 lap
11	Harry Tincknell (GBR) Neel Jani (CHE) Julien Andlauer (FRA)	Proton Competition / Porsche 963	Hypercar	-1 lap
12	Nico Muller (CHE) Mikkel Jensen (DNK) Jean-Eric Vergne (FRA)	Peugeot TotalEnergies / Peugeot 9X8 2024	Hypercar	-1 lap
13	Rene Rast (DEU) Sheldon van der Linde (ZAF) Robin Frijns (NLD)	BMW M Team WRT / BMW M Hybrid V8	Hypercar	-1 lap
14	Edoardo Mortara (CHE) Mirko Bortolotti (ITA) Daniil Kvyat (RUS)	Lamborghini Iron Lynx / Lamborghini SC63	Hypercar	-1 lap
15	Brendon Hartley (NZL) Sebastien Buemi (CHE) Ryo Hirakawa (JPN)	Toyota Gazoo Racing / Toyota GR010 HYBRID	Hypercar	-2 laps
16	Ian James (GBR) Daniel Mancinelli (ITA) Alex Riberas (ESP)	Heart of Racing Team (Prodrive) / Aston Martin Vantage GT3	LMGT3	-19 laps
17	Alex Malykhin (BLR) Joel Sturm (DEU) Klaus Bachler (AUT)	Manthey PureRxcing / Porsche 911 GT3-R	LMGT3	-19 laps
18	Yasser Shahin (AUS) Morris Schuring (NLD) Richard Lietz (AUT)	Manthey EMA / Porsche 911 GT3-R	LMGT3	-19 laps
19	James Cottingham (GBR) Nicolas Costa (BRA) Gregoire Saucy (CHE)	United Autosports / McLaren 720S GT3 Evo	LMGT3	-19 laps
20	Darren Leung (GBR) Sean Gelael (IDN) Augusto Farfus (BRA)	Team WRT / BMW M4 GT3	LMGT3	-19 laps
21	Ryan Hardwick (USA) Zacharie Robichon (CAN) Ben Barker (GBR)	Proton Competition / Ford Mustang GT3	LMGT3	-20 laps
22	Josh Caygill (GBR) Nico Pino (CHL) Marino Sato (JPN)	United Autosports / McLaren 720S GT3 Evo	LMGT3	-20 laps
23	Hiroshi Koizumi (JPN) Sebastien Baud (FRA) Daniel Juncadella (ESP)	TF Sport / Chevrolet Corvette Z06 GT3.R	LMGT3	-20 laps
24	Arnold Robin (FRA) Clemens Schmid (AUT) Kelvin van der Linde (ZAF)	AKKODIS ASP Team / Lexus RC F GT3	LMGT3	-20 laps
25	Francois Heriau (FRA) Simon Mann (USA) Alessio Rovera (ITA)	Vista AF Corse / Ferrari 296 GT3	LMGT3	-20 laps
26	Takeshi Kimura (JPN) Esteban Masson (FRA) Jose Maria Lopez (ARG)	AKKODIS ASP Team / Lexus RC F GT3	LMGT3	-21 laps
27	Claudio Schiavoni (ITA) Matteo Cressoni (ITA) Franck Perera (FRA)	Iron Lynx / Lamborghini Huracan GT3 EVO2	LMGT3	-21 laps
28	Sarah Bovy (BEL) Rahel Frey (CHE) Michelle Gatting (DNK)	Iron Dames (Iron Lynx) / Lamborghini Huracan GT3 EVO2	LMGT3	-23 laps
R	Ahmad Al Harthy (OMN) Valentino Rossi (ITA) Maxime Martin (BEL)	Team WRT / BMW M4 GT3	LMGT3	155 laps-power steering
R	Ben Keating (USA) Mikkel Overgaard Pedersen (DNK) Dennis Olsen (NOR)	Proton Competition / Ford Mustang GT3	LMGT3	146 laps-steering
R	Tom van Rompuy (BEL) Rui Andrade (PRT) Charlie Eastwood (GBR)	TF Sport / Chevrolet Corvette Z06 GT3.R	LMGT3	137 laps-suspension/withdrawal
R	Stoffel Vandoorne (BEL) Paul di Resta (GBR) Loic Duval (FRA)	Peugeot TotalEnergies / Peugeot 9X8 2024	Hypercar	121 laps-hybrid
R	Clement Mateu (FRA) Erwan Bastard (FRA) Marco Sorensen (DNK)	D'Station Racing (Prodrive) / Aston Martin Vantage GT3	LMGT3	81 laps-electrical
R	Will Stevens (GBR) Callum Ilott (GBR) Norman Nato (FRA)	Jota / Porsche 963	Hypercar	71 laps-electrical
R	Antonio Giovinazzi (ITA) Alessandro Pier Guidi (ITA) James Calado (GBR)	Ferrari AF Corse / Ferrari 499P	Hypercar	55 laps-driveline
R	Thomas Flohr (CHE) Francesco Castellacci (ITA) Davide Rigon (ITA)	Vista AF Corse / Ferrari 296 GT3	LMGT3	54 laps-clutch/withdrawn

In each car, first-named driver started the race. **Winners' average speed** 104.366mph. **Fastest lap** **Kobayashi** 1m52.564s, 109.557mph. **LMGT3** **Farfus** 2m04.707s, 98.889mph

QUALIFYING

1 Giovinazzi 1m50.390s; 2 **Kubica** 1m50.667s; 3 **Lynn** 1m50.680s; 4 **Milesi** 1m50.751s; 5 **Fuoco** 1m50.818s; 6 **Campbell** 1m50.874s; 7 **Frijns** 1m50.882s; 8 **D Vanthoor** 1m50.938s; 9 **Kobayashi** 1m50.951s; 10 **Nato** 1m51.532s; 11 **Jensen** 1m51.659s; 12 **Buemi** 1m51.720s; 13 **Schumacher** 1m51.969s; 14 **Estre** 1m51.984s; 15 **di Resta** 1m52.081s; 16 **Andlauer** 1m52.225s; 17 **Button** 1m52.320s; 18 **Kvyat** 1m52.426s; 19 **James** 2m05.587s; 20 **Bovy** 2m05.759s; 21 **Heriau** 2m06.001s; 22 **Malykhin** 2m06.176s; 23 **van Rompuy** 2m06.287s; 24 **Flohr** 2m06.312s; 25 **Cottingham** 2m06.521s; 26 **Mateu** 2m06.609s; 27 **Keating** 2m06.650s; 28 **Leung** 2m07.483s; 29 **Caygill** 2m07.112s; 30 **Robin** 2m07.184s; 31 **Koizumi** 2m07.328s; 32 **Hardwick** 2m07.431s; 33 **Al Harthy** 2m07.459s; 34 **Shahin** 2m07.691s; 35 **Kimura** 2m08.153s; 36 **Schiavoni** 2m09.622s.

CHAMPIONSHIP

Hypercar drivers

1 Lotterer/Estre/L Vanthoor 125; 2 **Kobayashi/de Vries** 113; 3 **Fuoco/Molina/Nielsen** 113; 4 **Conway** 77; 5 **Makowiecki/Campbell/Christensen** 77; 6 **Hartley/Hirakawa/Buemi** 69.

Hypercar manufacturers

1 Toyota 147; 2 **Porsche** 136; 3 **Ferrari** 128; 4 **Alpine** 37; 5 **BMW** 31; 6 **Cadillac** 29; 7 **Peugeot** 22; 8 **Lamborghini** 11; 9 **Isotta Fraschini** 0.

LMGT3 drivers

1 Malykhin/Sturm/Bachler 118; 2 **Schuring/Lietz/Shahin** 90; 3 **Farfus/Leung/Gelael** 84; 4 **Riberas/Mancinelli/James** 81; 5 **Rovera/Heriau/Mann** 50; 6 **Al Harthy/Martin/Rossi** 46.

NEXT REPORT
Fuji 6 Hours
19 September issue

O'Ward and McLaughlin dodge chaos

INDYCAR
MILWAUKEE (USA)
31 AUGUST-1 SEPTEMBER
ROUND 14/15



McLaren's O'Ward took his third win of 2024 in the first race

The long-awaited return to The Milwaukee Mile provided more twists and turns in the IndyCar title race than a kite flying in a hurricane. North America's premier open-wheel championship hadn't competed at the historic oval since 2015, and roared in with a double-header weekend for the ages, with Pato O'Ward capturing a rousing victory for Arrow McLaren in the opening race last Saturday night. Scott McLaughlin of Team Penske then fended off a furious late charge by six-time series champion Scott Dixon to claim the second act on Sunday afternoon.

O'Ward led 133 of the 250 laps in race one to finish 1.8 seconds clear of title contender Will Power's Penske machine. Conor Daly, in just his fifth start of 2024, boosted the hopes of Juncos Hollinger Racing's quest to put its #78 entry on the right side of the $1million Leaders Circle battle by capturing the team's maiden podium finish, and his first since 2016 (Detroit). The race featured a staggering 667 total passes, with 326 for position and seven of those being lead changes.

"We get another one, that's three in the books this year," proclaimed O'Ward. "We had a really tough weekend last weekend at Portland, and this is a great way to bounce back. The car was fantastic; it was getting a little gnarly in the end, but glad I could bring it home for the boys."

The result for Power, combined with championship leader Alex Palou finishing fifth, tightened the overall standings from 54 to 43 points entering Sunday.

The drama for the second encounter happened even before the green flag waved when Palou's Honda-powered Chip Ganassi Racing machine slowed with a problem during the pace laps, which meant the event started under caution since he needed assistance from the AMR Safety Team to get back to the pitlane. Once there, the team diagnosed the issue that led to replacing a battery, but at the cost of valuable time.

When Penske-run polesitter Josef Newgarden led the field to an anticipated green flag start on lap five, it was quickly waved off as backmarkers failed to close up in a timely manner. Rookie Linus Lundqvist didn't get the message from fifth, hitting the back of Ganassi team-mate Marcus Armstrong, who then thumped Newgarden and sent him crashing into the inside wall and out of the race. Lundqvist ended up getting a drive-through penalty for avoidable contact.

McLaughlin, who started second after being on pole the day before, inherited the lead as a result, with Palou returning to the race on lap 29. That should have given Power a big boost...

Although Power battled with McLaughlin for the lead early on and was out front for 64 of the 250 laps, a self-inflicted spin while restarting sixth on lap 131 significantly dented his championship aspirations. The uncharacteristic mistake left little damage to his car, with only the front wing needing to be replaced after light contact with the Turn 4 wall. But the change put him down a lap, from which he would eventually battle back to finish 10th.

Meanwhile, a race of attrition aided Palou's recovery, climbing to 19th out


McLaughlin (in blue) inherits 'pole' as team-mate Newgarden (black) gets fired towards wall

ALL PHOTOGRAPHY: MOTORSPORT IMAGES

FARMER



MILLER



Power's spin cost him chance to close more on troubled Palou

FARMER

of 27 cars despite being 29 laps down. While Power still closed the gap to 33 points behind Palou, with 54 available at the finale, he was left dwelling on what was left on the table heading into the season finale next week. "Yeah, long shot now," said two-time IndyCar champion Power. "God gave us a chance there and kind of let it go. That's the season, man. You just can't have those mistakes. It was getting a bit hectic on those restarts, maybe it would have been better to stay out. I don't know."

McLaughlin's run to his third win of the season came after holding Dixon's Ganassi car at bay after his fellow New Zealander erupted out of the gate on a late restart with 11 laps to go. In the end, there was enough in it for McLaughlin to cross the line 0.4558s ahead of Dixon, who set the all-time record for podiums with the 142nd of his career. Andretti Global racer Colton Herta finished third.

"That was the most fun race I've had in IndyCar," said McLaughlin, who led 85 laps. "That was a blast. It wasn't good at the start – the car – and then we just tuned her up and it was awesome. Credit to Colton; we had a blast racing each other. I'm pumped."

JOEY BARNES

POWERED BY motorsport STATS

RESULTS INDYCAR RD 14/15, MILWAUKEE (USA), 31 AUG-1 SEPT (250 LAPS – 253.750 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	**Pato O'Ward** (MEX)	Arrow McLaren / Dallara-Chevrolet	2h03m01.3451s
2	**Will Power** (AUS)	Team Penske / Dallara-Chevrolet	+1.8215s
3	**Conor Daly** (USA)	Juncos Hollinger Racing / Dallara-Chevrolet	+2.4039s
4	**Santino Ferrucci** (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	+16.6898s
5	**Alex Palou** (ESP)	Chip Ganassi Racing / Dallara-Honda	+18.7079s
6	**Linus Lundqvist** (SWE)	Chip Ganassi Racing / Dallara-Honda	+19.2430s
7	**Alexander Rossi** (USA)	Arrow McLaren / Dallara-Chevrolet	+20.3497s
8	**Scott McLaughlin** (NZL)	Team Penske / Dallara-Chevrolet	+21.0736s
9	**Christian Lundgaard** (DNK)	Rahal Letterman Lanigan Racing / Dallara-Honda	+21.5712s
10	**Scott Dixon** (NZL)	Chip Ganassi Racing / Dallara-Honda	+21.8753s
11	**Christian Rasmussen** (DNK)	Ed Carpenter Racing / Dallara-Chevrolet	+22.9117s
12	**Kyle Kirkwood** (USA)	Andretti Global / Dallara-Honda	+23.1309s
13	**Felix Rosenqvist** (SWE)	Meyer Shank Racing / Dallara-Honda	+26.2308s
14	**Rinus VeeKay** (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	-1 lap
15	**David Malukas** (USA)	Meyer Shank Racing / Dallara-Honda	-1 lap
16	**Jack Harvey** (GBR)	Dale Coyne Racing / Dallara-Honda	-1 lap
17	**Nolan Siegel** (USA)	Arrow McLaren / Dallara-Chevrolet	-1 lap
18	**Pietro Fittipaldi** (BRA)	Rahal Letterman Lanigan Racing / Dallara-Honda	-2 laps
19	**Katherine Legge** (GBR)	Dale Coyne Racing / Dallara-Honda	-2 laps
20	**Graham Rahal** (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	-2 laps
21	**Marcus Armstrong** (NZL)	Chip Ganassi Racing / Dallara-Honda	-3 laps
22	**Colton Herta** (USA)	Andretti Global with Curb-Agajanian / Dallara-Honda	-4 laps
23	**Sting Ray Robb** (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	-6 laps
24	**Romain Grosjean** (FRA)	Juncos Hollinger Racing / Dallara-Chevrolet	-7 laps
25	**Kyffin Simpson** (CYM)	Chip Ganassi Racing / Dallara-Honda	-12 laps
26	**Josef Newgarden** (USA)	Team Penske / Dallara-Chevrolet	146 laps-accident
27	**Marcus Ericsson** (SWE)	Andretti Global / Dallara-Honda	146 laps-accident

Winner's average speed 123.758mph. **Fastest lap McLaughlin** 23.5855s, 154.926mph.

QUALIFYING 1 McLaughlin 162.341mph; 2 **Malukas** 161.426mph; 3 **Rossi** 160.531mph; 4 **Lundqvist** 160.460mph; 5 **Power** 160.144mph; 6 **O'Ward** 159.759mph; 7 **Ericsson** 159.079mph; 8 **Rosenqvist** 158.996mph; 9 **Grosjean** 158.923mph; 10 **Herta** 158.574mph; 11 **Newgarden** 161.640mph*; 12 **Palou** 158.466mph; 13 **VeeKay** 157.882mph; 14 **Harvey** 157.855mph; 15 **Kirkwood** 156.378mph; 16 **Armstrong** 160.041mph*; 17 **Dixon** 156.214mph; 18 **Legge** 155.842mph; 19 **Ferrucci** 155.663mph; 20 **Robb** 155.662mph; 21 **Rahal** 155.139mph; 22 **Simpson** 155.063mph; 23 **Rasmussen** 156.911mph*; 24 **Siegel** 156.677mph*; 25 **Daly** 156.528mph*; 26 **Lundgaard** 153.690mph*; 27 **Fittipaldi** 151.147mph*.
* nine-place grid penalty for unapproved engine change.

RACE 2 (250 LAPS – 253.750 MILES) **1 McLaughlin 2h06m31.3981s**; 2 **Dixon** +0.4558s; 3 **Herta** +5.1263s; 4 **Ferrucci** +10.9829s; 5 **Ericsson** +13.7085s; 6 **Rossi** +14.3305s; 7 **VeeKay** +15.2002s; 8 **Kirkwood** +15.3219s; 9 **Grosjean** +16.2013s; 10 **Power** +19.8577s; 11 **Rosenqvist** -1 lap; 12 **Lundgaard** -2 laps; 13 **Simpson** -2 laps; 14 **Harvey** -3 laps; 15 **Legge** -4 laps; 16 **Rasmussen** -7 laps; 17 **Daly** 230 laps; 18 **Robb** 221 laps-accident; 19 **Palou** -29 laps; 20 **Lundqvist** 215 laps-accident; 21 **Fittipaldi** 181 laps-mechanical; 22 **Malukas** 126 laps-mechanical; 23 **Rahal** 123 laps-accident; 24 **O'Ward** 87 laps-gearbox; 25 **Siegel** 24 laps-gearbox; 26 **Armstrong** 6 laps-accident; 27 **Newgarden** 5 laps-accident.

Winner's average speed 120.334mph. **Fastest lap Dixon** 23.5149s, 155.391mph.

QUALIFYING 1 Newgarden 160.983mph; 2 **McLaughlin** 160.912mph; 3 **Armstrong** 160.203mph; 4 **Power** 159.939mph; 5 **Lundqvist** 159.886mph; 6 **Rossi** 159.022mph; 7 **O'Ward** 158.500mph; 8 **Rosenqvist** 158.500mph; 9 **Malukas** 158.455mph; 10 **Palou** 158.070mph; 11 **Siegel** 158.029mph; 12 **Ferrucci** 157.706mph; 13 **Harvey** 157.675mph; 14 **Grosjean** 157.423mph; 15 **VeeKay** 156.992mph; 16 **Ericsson** 156.917mph; 17 **Dixon** 156.850mph; 18 **Herta** 156.594mph; 19 **Kirkwood** 156.413mph; 20 **Daly** 156.100mph; 21 **Robb** 155.993mph; 22 **Legge** 155.735mph; 23 **Rasmussen** 154.978mph; 24 **Simpson** 154.681mph; 25 **Lundgaard** 153.240mph; 26 **Rahal** 152.218mph; 27 **Fittipaldi** 147.762mph.

CHAMPIONSHIP
1 Palou 525; 2 **Power** 492; 3 **McLaughlin** 475; 4 **Herta** 462; 5 **Dixon** 443; 6 **O'Ward** 419; 7 **Kirkwood** 384; 8 **Newgarden** 365; 9 **Rossi** 350; 10 **Ferrucci** 339.

NEXT REPORT
Nashville finale
19 September issue



Bortoleto was a clear winner thanks to his own pace and a perfectly timed safety car

FORMULA MOTORSPORT LIMITED

Bortoleto goes back to front to close in on championship lead

FORMULA 2
MONZA (ITA)
31 AUGUST-1 SEPTEMBER
ROUND 11/14

Gabriel Bortoleto stole the Formula 2 headlines at Monza with a stunning last-to-first victory in the feature race, after Ollie Bearman had got his season back on track by winning the Saturday sprint. Grid order meant nothing across the Italian weekend, with Haas-bound Prema Racing driver Bearman winning from eighth, and Invicta Racing's McLaren protege Bortoleto victorious from 22nd.

Bearman was serving a five-place grid penalty for his clash with Pepe Marti at the start at Spa last time out. But the Briton swiftly climbed the order in the opening laps, and took just seven tours to move to the front. He went wheel to wheel for second place with the ART Grand Prix car of Victor Martins before slipping through at the Roggia chicane, and then snatched the lead when Marti went straight on at Rettifilo in his Campos Racing machine.

One lap later Martins was up to second,



Sprint winner Bearman battles with Martins

HONE/MOTORSPORT IMAGES

but out front Bearman managed the pace, keeping a steady gap and crossing the finish line 1.7 seconds in front. Joshua Durksen (AIX Racing) came through to finish third ahead of Marti, with Zane Maloney pipping Jak Crawford and early lead battler Enzo Fittipaldi to fifth.

Bortoleto had dropped his Dallara at Lesmo 2 in qualifying before setting a time, consigning the Brazilian to the back of the grid for both races. He stormed through the field, passing title rivals Isack Hadjar and Paul Aron, to cross the line in a dead heat with Dennis Hauger. Both drivers were therefore awarded half a point for sharing eighth position.

For newly announced Mercedes F1 driver Andrea Kimi Antonelli, the sprint race was a far more painful affair. He was caught up in a startline incident involving Zak O'Sullivan and Oliver Goethe, and was forced to pit for a new front wing. The Prema pilot soldiered on to finish 18th.

The feature race was defined by a safety car that came at the worst time for the majority of those on the regular strategy of beginning the race on the supersoft tyre compound and finishing on mediums.

Maloney (Rodin Motorsport) had started from pole, with Hadjar and Aron directly behind. This order changed immediately when Aron was wiped out of the race at Rettiflo by Marti, who received a 10s penalty for his trouble, and Hadjar dropped back thanks to a tardy start.

Maloney looked comfortable at the front following a brief safety car intervention and appeared to have control of the race when he led the top five into the pits in unison. But as he exited, Hauger's car was stopped on the grass on the inside of the Rettifilo chicane, necessitating a second safety car period.

Bortoleto, who had not yet pitted, was now the net leader of those on the regular strategy. He was followed into the pits when the race went under caution by Richard Verschoor, and immediately went on the attack at the restart to pass those who were on the alternate strategy.

Maloney passed Verschoor (Trident) to finish second, while Prema duo Antonelli and Bearman engaged in a fierce battle for fourth, with the Italian forcing his team-mate over the kerbs at the Rettifilo chicane as he completed an aggressive move, one which also allowed Durksen to progress. Martins also passed Bearman for sixth.

Red Bull Junior Hadjar was 11th, meaning his first scoreless weekend since Jeddah in March, and a slashed points advantage of 10.5 over Bortoleto.

SAM HALL

WEEKEND WINNERS

FORMULA 2
MONZA (ITA)
Race 1 Ollie Bearman, Prema Racing
Race 2 Gabriel Bortoleto, Invicta Racing

FORMULA 3
MONZA (ITA)
Race 1 Tim Tramnitz, MP Motorsport
Race 2 Sami Meguetounif, Trident

Fornaroli is crowned after last-corner drama

FORMULA 3
MONZA (ITA)
31 AUGUST-1 SEPTEMBER
ROUND 10/10



Fornaroli celebrates his last-ditch title

GALLOWAY/MOTORSPORT IMAGES

Leonardo Fornaroli became Formula 3 champion thanks to pulling off a sensational last-corner pass to snatch the glory away from fellow Italian Gabriele Mini. Trident driver Fornaroli, who remarkably has not won a single race over his two seasons in F3, reclaimed third place from Christian Mansell with a bold dive at Parabolica to finish in the wake of the Prema Racing car of Mini. That settled things in favour of Fornaroli, even before Mini was later excluded from the results.

On the farewell weekend for the Dallara 2019 car, there was a controversial qualifying session, which had been split into two groups to avoid all of the usual messing about seen at Monza. But this instead meant we saw the chaos twice, with 11 drivers from the first session, including title protagonists Fornaroli, Mini and Luke Browning, among those handed four-place grid drops for the sprint race for driving too slowly to find a gap.

With Browning qualifying his Hitech GP car outside the reversed-grid positions in 13th, this levelled things for the sprint race, although he still had a significant disadvantage for the feature. Aware of the challenge he would face on Sunday, Browning was a man on a mission in the sprint and climbed from 17th to sixth by the chequered flag. With Fornaroli and Mini in eighth and ninth respectively, this closed the gap spanning the trio to five points.

Red Bull Junior Tim Tramnitz won the sprint race, the MP Motorsport driver becoming the 12th victor of the year with a controlled lights-to-flag drive from Santiago Ramos (Trident) and Alex Dunne (MP Motorsport).

The feature race was won by Trident's Sami Meguetounif after the Frenchman had overtaken early leader Dunne, but his success was overshadowed entirely by the roller coaster ride endured by Fornaroli and Mini in the battle for the title.

Two Britons – Browning and Arvid Lindblad – were also in contention for the crown. Lindblad had finished outside the points in the opener in his Prema car and was unable to make much better progress in the feature. And then it boiled down to an all-Italian fight when Browning spun at Ascari on lap four, causing cars to scatter into the gravel. Browning pitted during the ensuing safety car period but his championship was run.

Fornaroli suffered his own trip across the gravel at Ascari soon after, dropping behind Mini and Christian Mansell (ART). Although able to recover the positions, he dropped back once again after locking his tyres at the Rettifilo chicane with two laps remaining.

Carrying heavy flat spots, Fornaroli feared his chance had gone, but then came his superb pass for third. He forced his car into a generous gap left by Mansell on the inside, before milking the adoration of his team.

Mini's exclusion some hours after the finish, for running tyre pressures below the minimum prescribed limits, promoted Fornaroli to second and Mansell to third. Dunne fell away in fourth ahead of Martinius Stenshorne and Tramnitz, while Lindblad lost ninth to a penalty for a collision.

SAM HALL



Meguetounif got past Dunne before sailing serenely to victory

S BLOXHAM/MOTORSPORT IMAGES

Faster Foster is NXT champion

INDY NXT
MILWAUKEE (USA)
31 AUGUST
ROUND 11/12

Louis Foster stamped his authority on the 2024 Indy NXT campaign by clinching the title with a powerful flag-to-flag victory from pole at The Milwaukee Mile.

The 21-year-old Briton remained solidly in control of the race for all 90 laps, gapping the field any moment pressure started to arise while managing his Andretti Global car's tyres. In the end, he was untouchable en route to beating his only remaining championship threat, Jacob Abel, by 4.3602 seconds for his seventh victory of the season.

"It's amazing," said Foster, whose title comes with one round to spare. "I've got to thank the team; they've been behind me the last two years. It's just been a crazy two years and I'm super-happy to come out with the win."

Third was Andretti Cape pilot Salvador de Alba Jr, followed by Bryce Aron. Jamie Chadwick, who was running second for most of the opening half of the race, faded late to fifth ahead of James Roe.

JOEY BARNES



Foster took win and the title

BLACK/PEC

WEEKEND WINNERS

INDY NXT
MILWAUKEE (USA)
Louis Foster
Andretti Global

PORSCHE SUPERCUP
MONZA (ITA)
Alessandro Ghiretti
CLRT

NASCAR CUP
DARLINGTON (USA)
Chase Briscoe
Stewart-Haas Racing (Ford Mustang)



Supercup crown for ten Voorde

PORSCHE AG / HOCHZWEI

Race winner Ghiretti is as happy as Larry

PORSCHE SUPERCUP
MONZA (ITA)
1 SEPTEMBER
ROUND 8/8



Ghiretti forces ten Voorde into kerb-leaping

PORSCHE AG / HOCHZWEI

While Alessandro Ghiretti took his maiden Porsche Supercup victory on the morning of the Italian Grand Prix, second place for his team-mate Larry ten Voorde was enough for the Dutchman to be crowned champion for the third time.

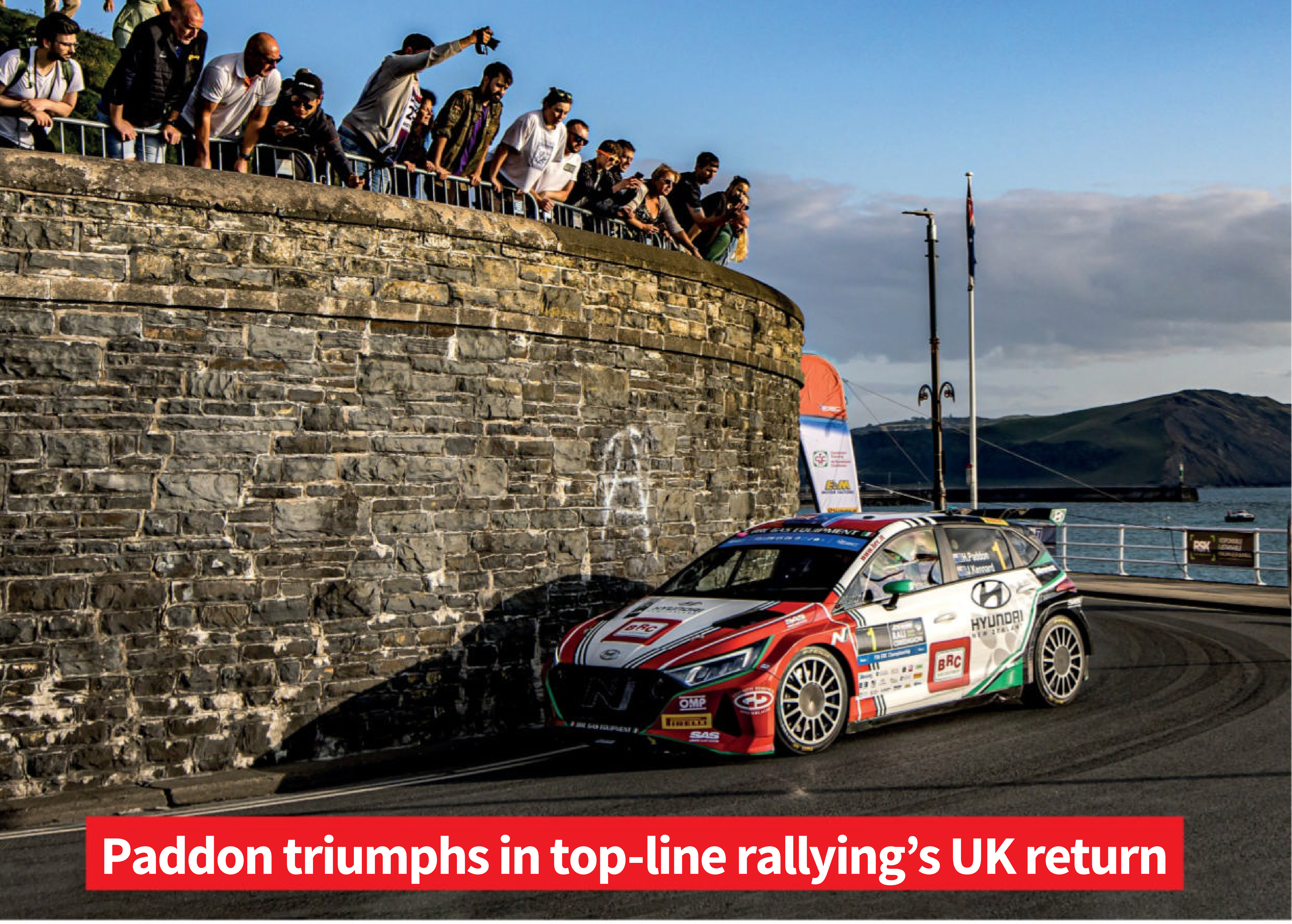
Only Harry King had a chance of denying ten Voorde the title, but the Briton admitted after the race that the damage was all done in qualifying, in which he placed his Lechner Racing car fifth on the grid, with team-mate Robert de Haan on pole.

De Haan couldn't stay ahead at the start. Compatriot ten Voorde, alongside him on the front row, got the best getaway, and the sister CLRT machine of Ghiretti went around the outside of de Haan into the Rettifilo chicane to grab second. Further down the top 10, a clash at Lesmo 2 with Mathys Jaubert fired Ariel Levi into the barriers, bringing out the safety car.

Ten Voorde looked a little sketchy on the brakes at Rettifilo at the restart, and two laps later Ghiretti passed him neatly at the same spot to snatch the lead. But while the leading duo raced well, the combat down the field was somewhat rustic and another safety car neutralised the action again. One further appearance for Bernd Maylander shortened the race by one lap as time ran out, with Ghiretti leading ten Voorde home over the final tour to victory once the green flags had flown again.

King jumped Alexander Tauscher at the start for fourth, then pulled off a beautiful outside pass at Rettifilo on de Haan for third on the ninth lap of 14. De Haan's attempt to hang on round the outside at the second apex sent him wide into the gravel, and he could only recover to seventh behind Huub van Eijndhoven, Keagan Masters and Marvin Klein. This jeopardised his Rookie title fight with Kas Haverkort, who was fastest in qualifying but started at the back due to a ride-height infringement. Haverkort charged through the order, only for a final-lap smash exiting the Roggia chicane to hand the crown to de Haan.

Van Eijndhoven's clearly illegal pass on Masters by bypassing Roggia was rightly pinged post-race by the stewards, who dropped him to fifth behind the South African. It's remarkable that he thought he would be entitled to get away with it.



Paddon triumphs in top-line rallying's UK return

EUROPEAN RALLY CHAMPIONSHIP
RALI CEREDIGION (GBR)
30 AUGUST-1 SEPTEMBER
ROUND 7/8

British rally fans had been yearning for international competition to return to these shores even more than Hayden Paddon had been striving for a perfect weekend. Both came true as Rali Ceredigion hosted the penultimate round of the European Rally Championship – the first international rally in the UK since the 2019 Rally GB.

The 1250 volunteers who have helped grow the event to achieve ERC status in only its fourth edition were treated to an event that captured the imagination of rally fans, who turned out in their droves to witness a masterclass from former World Rally Championship round winner Paddon.

Reigning ERC champions and 2024 title-race leaders Paddon and co-driver John Kennard were never headed. The duo produced a faultless display to win 11 of the 14 asphalt stages, to take a significant step closer to a repeat crown. New Zealander Paddon took a 14-point championship lead into the event built on top-six finishes, having struggled to challenge for victories with his Hyundai package this season. But on Wales's fast, undulating and unpredictable roads, Paddon and the i20 N Rally2 gelled from the off.

"Everything has just gone like clockwork," smiled Paddon. "It's full credit to the team. They have been working so hard all year to get things dialled in with the car and everything has just sort of clicked."

Ceredigion's tricky narrow lanes had been labelled intense and many predicted the ERC runners would struggle. While this year's route was largely new for the best of Europe and the British Rally Championship to tackle, Paddon, the 2022 Ceredigion winner, lapped up the challenge: "We've been jumping around and flying more than we anticipated. It's an adrenalin rush. A WRC car on these roads would be pretty manic."

Paddon's pace was evident from qualifying on Friday, when he blitzed the Skoda of his chief rival Mathieu Franceschi by 1.8s to secure the coveted first position on the running order. Crowds flocked to host town Aberystwyth for its showpiece superspecial, where crews wound their way around the castle and promenade bathed in sunshine. Paddon topped both passes to open up a 1.3s lead over Andrea Mabellini, with Miko Marczyk third. Chris Ingram led the BRC contingent in fourth, with Franceschi sitting in sixth.

If Friday provided a preview of Paddon's pace, then Saturday was proof that he was driving at his very best. He took command of the rally, leading Ingram's Toyota GR Yaris Rally2 by 1m18.7s. Ingram claimed the maximum BRC points on offer, with the event split into a two-legged points-scoring penultimate national championship round.

Franceschi lay third, a further 8.7s adrift, while fourth-placed Marczyk was among those stunned by Paddon's pace. "I would say it's a stage for a proper rally driver


Franceschi reckons he needs a "miracle" to claw back points deficit

@WORLD / RED BULL CONTENT POOL



Kiwi Paddon savoured "adrenalin rush" of tricky Welsh sealed-surface stages

@WORLD / RED BULL CONTENT POOL

POWERED BY motorsport STATS



BRC title contender Cronin rolled out of overall fifth place

JEP

RESULTS ERC ROUND 7/8, RALLY CEREDIGION (GBR), 30 AUGUST-1 SEPTEMBER

POS	DRIVER / CO-DRIVER	CAR	TIME
1	**Hayden Paddon** (NZL) **John Kennard** (NZL)	Hyundai i20 N Rally2	1h38m59.0s
2	**Andrea Mabellini** (ITA) **Virginia Lenzi** (ITA)	Skoda Fabia RS Rally2	+1m47.3s
3	**Mathieu Franceschi** (FRA) **Andy Malfoy** (FRA)	Skoda Fabia RS Rally2	+1m50.8s
4	**Miko Marczyk** (POL) **Szymon Gospodarczyk** (POL)	Skoda Fabia RS Rally2	+1m54.5s
5	**Callum Devine** (IRE) **Noel O'Sullivan** (IRE)	Skoda Fabia RS Rally2	+2m10.8s
6	**Jon Armstrong** (IRL) **Eoin Treacy** (IRL)	Ford Fiesta Rally2	+2m18.4s

– when you are at 160km/h [100mph] and the car is bottoming out, it's where a WRC driver shows," said the Skoda-driving Pole about Paddon's triumph on stage four.

BRC regular James Williams was the only driver to deny Paddon a clean sweep of Saturday's eight stage wins when he claimed stage three (Brechfa) by 4.2s to rise to second overall. But the Welshman's hopes ended on the next test when he clipped a bank and rolled his Hyundai i20 N.

The bright sunshine that had dominated Friday and Saturday was replaced by overcast skies and showers on Sunday, which increased the challenge. The leaderboard's first shake-up occurred on stage 11 (Bethania 1, 6.7 miles). Ingram retired from second when he lost the rear of his Toyota on the entry to a tricky right-hander at 110mph, resulting in a heavy impact with the stone wall on the exit. "The speeds are so high that it was just a split-second moment that caught us out under braking on a very shiny section of road," related Ingram. "I was a passenger from that moment on." Fellow BRC title contender Keith Cronin, who had finished second in the BRC standings on Saturday, also rolled out of fifth overall.

Ingram's exit promoted Franceschi to second. The Frenchman had struggled through Saturday morning, dropping to sixth overall before climbing back to third. But Franceschi's second position was short-lived – he lost out in tricky wet conditions during the penultimate stage. The Skoda driver, running soft tyres, shipped 12.9s to Marczyk on wets, which lifted Marczyk from fourth to second, ahead of Mabellini.



Tyre-choice backfired for Marczyk, who slipped from second to fourth

@WORLD / RED BULL CONTENT POOL

Paddon could afford to back off on Sunday and take a cautious approach before blitzing the final Power Stage to seal the victory by 1m47.3s, with the maximum five bonus points allowing him to take a 27-point lead over Franceschi into October's final round in Poland – although budget is yet to be found to compete there. "Of course we don't want to give away a championship, but I can't pull money out of my backside as well," Paddon added. "We will try but we will need to have a few discussions."

Marczyk dropped to fourth on the final stage, the Pole's tyre choice backfiring, while Mabellini delivered a strong run to claim second. Franceschi, who feels he needs a "miracle" to win the title, was third.

Ireland's Jon Armstrong, who suffered a puncture and lost 20s to a spin on Saturday, completed the top five, but was handed a 20s penalty for being late to a time control. This dropped the M-Sport Ford Fiesta driver to sixth behind countryman Callum Devine. In ERC Junior, Max McRae took his second class win, while Mille Johansson sewed up the title.

In the BRC, William Creighton (Fiesta) took the maximum Sunday points from Armstrong, with Matt Edwards in third. Creighton, who labelled his Saturday a "nightmare" after a spin and two punctures, now leads by a point from Ingram ahead of October's Cambrian Rally decider.

TOM HOWARD

Marquez ends 1000 days of hurt with dominant Aragon GP sweep



MOTOGP
MOTORLAND ARAGON (ESP)
1 SEPTEMBER
ROUND 12/20

Marc Marquez scooped the headlines for his 60th career victory in the premier class, but the 31-year-old Catalan's first success on Ducati machinery, after a decade as a Honda racer and more than two years in his own injury and competitive wilderness, was rivalled by the controversial clash between his brother Alex and world champion Francesco Bagnaia while disputing the final podium berth five laps from the flag. The crash dumped both Ducati riders into the Spanish gravel, ended Bagnaia eight-race podium streak (including six victories), and elevated runner-up Jorge Martin into the championship lead by 23 points.

Elsewhere, 20-year-old rookie Pedro Acosta – Marquez's heir-apparent as the next genius of his generation – uncorked prosecco for the third time in 2024 after arresting his own mini-slump in form. Incidentally, Acosta's reappearance on the rostrum unclogged Ducati's grasp on the top three; the manufacturer has occupied every plinth since Austin, eight GPs ago.

For the performance, the stage and the significance, the event belonged to Marquez. The eight-time world champion is prolific on anti-clockwise circuits and his season-long progression with the year-old GP23 had hit a higher stride two weeks before in Austria, where he enacted a stunning comeback to fourth place after a mechanical malfunction on the grid.

At Motorland Aragon, the resurfaced asphalt was dirty and problematic for grip, complicated further by thunderstorms as the track continually provided mixed conditions. Marquez had won five times previously in 14 editions of the GP at the venue and, with a searing pole position on Saturday, the graffiti was emblazoned large on the famous 'wall' background at Turn 12. He headed every session bar the damp warm-up on Sunday morning and disappeared both with the Saturday sprint and the GP. The gap between wins was a drawn-out 1043 days, which included two operations on his right arm, three other injuries and a prematurely curtailed lucrative Honda contract.

"It was difficult to control the emotions in the last laps," he said after beating Martin home by almost five seconds. "When I crossed that finish line, I felt like I lost three or four kilos. The feeling was amazing, but we need to be realistic: the conditions were super-special. The value of the victory is super-high, and now we will try to find the consistency."

His peers could only marvel at the display and the showcase that many predicted was only a matter of time since he broke free from Honda for 2024 for the Gresini Ducati. "Marc put on a f****** clinic," said KTM's Jack Miller in 15th. "All weekend he looked like he was on rails."

Going off the rails was the double world champion. Bagnaia's third place on the grid put him into the worse grime. Cleaning efforts by the organisers didn't work as Saturday night rainfall reset the slick. The Italian wheelspun but did



Bagnaia's clash with Alex Marquez could prove crucial in title contest

ALL PHOTOGRAPHY: GOLD AND GOOSE/MOTORSPORT IMAGES





Can Marquez go on a winning spree after breakthrough success?


Acosta's KTM broke Ducati stranglehold on the podium

manage to recover three places to chase the younger Marquez for third.

On lap 18 of 23, Alex drifted slightly wide into Turn 12 and Bagnaia pounced, edged in front but was then struck by the Catalan. "I was in front, completely, already before changing direction," said Bagnaia. "It's very dangerous to have someone that does some things like this."

"I was not aggressive," Marquez claimed. "I didn't see him. So, for me there was nothing to do. I was not able to avoid that contact."

Bagnaia was lucky to escape with only a bruised neck from a tumble where he was trapped under Marquez's bike. The reverse of his status in the championship standings may have caused just as much anguish. It was his second retirement of the campaign, the same number as Martin, and he has gone from five points ahead to those 23 behind. Marc Marquez is now up to third and sniffing an outside shot with a 70-point disadvantage and a maximum of 296 still to bag this season.

In the supporting categories, Jose Antonio Rueda won his first GP in the Moto3 class, while Britain's Jake Dixon was even more impressive in Moto2. The Aspar Team rider triumphed for the second time this year and climbed the rostrum for the fourth event on the bounce. Dixon is only 43 points behind leader Sergio Garcia despite only picking up his first score at round six of a slow-starting season.

ADAM WHEELER

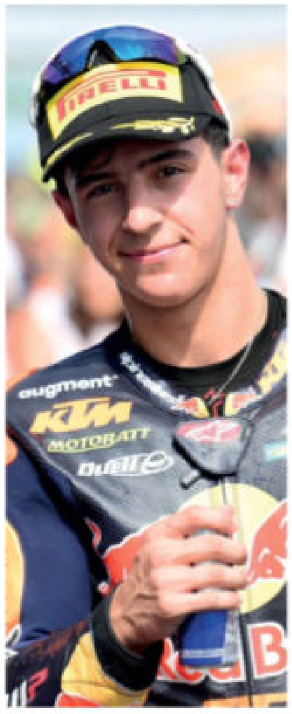
RESULTS MOTOGP RD 12/20, MOTORLAND ARAGON (ESP), 1 SEPT (23 LAPS – 72.558 MILES)

POS	RIDER	TEAM	TIME
1	**Marc Marquez** (ESP)	Gresini Ducati	41m47.082s
2	**Jorge Martin** (ESP)	Pramac Ducati	+4.789s
3	**Pedro Acosta** (ESP)	Tech3 KTM	+14.904s
4	**Brad Binder** (ZAF)	KTM	+16.459s
5	**Enea Bastianini** (ITA)	Ducati	+18.776s
6	**Franco Morbidelli** (ITA)	Pramac Ducati	+20.549s
7	**Marco Bezzecchi** (ITA)	VR46 Ducati	+24.759s
8	**Fabio Di Giannantonio** (ITA)	VR46 Ducati	+37.159s
9	**Alex Rins** (ESP)	Yamaha	+39.420s
10	**Aleix Espargaro** (ESP)	Aprilia	+40.602s
11	**Takaaki Nakagami** (JPN)	LCR Honda	+41.782s
12	**Augusto Fernandez** (ESP)	Tech3 KTM	+42.083s
13	**Johann Zarco** (FRA)	LCR Honda	+43.264s
14	**Joan Mir** (ESP)	Honda	+49.735s
15	**Jack Miller** (AUS)	KTM	+55.966s
16	**Raul Fernandez** (ESP)	Trackhouse Aprilia	+1m13.322s
17	**Luca Marini** (ITA)	Honda	+1m52.386s
R	**Alex Marquez** (ESP)	Gresini Ducati	17 laps-accident
R	**Francesco Bagnaia** (ITA)	Ducati	17 laps-accident
R	**Maverick Vinales** (ESP)	Aprilia	10 laps-grip/withdrew
R	**Fabio Quartararo** (FRA)	Yamaha	5 laps-accident
R	**Miguel Oliveira** (PRT)	Trackhouse Aprilia	0 laps-accident

WEEKEND WINNERS

MOTO2
Jake Dixon
Aspar Team
(Kalex)

MOTO3
Jose Rueda (below)
Ajo Motorsport
(KTM)



Winner's average speed 104.188mph. **Fastest lap** **M Marquez** 1m48.186s, 104.975mph.

QUALIFYING 2 1 **M Marquez 1m46.766s**; 2 **Acosta** 1m47.606s; 3 **Bagnaia** 1m47.608s; 4 **Martin** 1m47.642s; 5 **A Marquez** 1m47.807s; 6 **Morbidelli** 1m48.114s; 7 **Binder** 1m48.492s; 8 **Oliveira** 1m48.550s; 9 **R Fernandez** 1m48.923s; 10 **Zarco** 1m49.080s; 11 **Espargaro** 1m49.707s; 12 **Vinales** 1m50.526s.

QUALIFYING 1 **Binder 1m47.958s**; **Acosta** 1m48.018s; 13 **Bezzecchi** 1m48.086s; 14 **Bastianini** 1m48.542s; 15 **Miller** 1m48.649s; 16 **Di Giannantonio** 1m48.687s; 17 **Quartararo** 1m48.775s; 18 **Nakagami** 1m49.081s; 19 **A Fernandez** 1m49.238s; 20 **Marini** 1m49.802s; 21 **Rins** 1m49.872s; 22 **Mir** 1m50.120s.

SPRINT RACE (11 LAPS – 34.702 MILES)
1 **M Marquez 19m50.034s**; 2 **Martin** +2.961s; 3 **Acosta** +6.694s; 4 **A Marquez** +9.950s; 5 **Oliveira** +11.749s; 6 **Binder** +14.144s; 7 **Bastianini** +14.291s; 8 **Quartararo** +18.836s; 9 **Bagnaia** +20.298s; 10 **Bezzecchi** +20.448s; 11 **R Fernandez** +20.678s; 12 **A Fernandez** +21.429s; 13 **Miller** +22.110s; 14 **Nakagami** +22.440s; 15 **Di Giannantonio** +23.468s; 16 **Marini** +26.822s; 17 **Rins** +26.910s; 18 **Mir** +31.147s; 19 **Vinales** +37.642s; R **Morbidelli** 4 laps-accident; R **Zarco** 1 lap-accident; R **Espargaro** 0 laps-accident.
Winner's average speed 104.976mph. **Fastest lap** **M Marquez** 1m47.284s, 105.858mph.

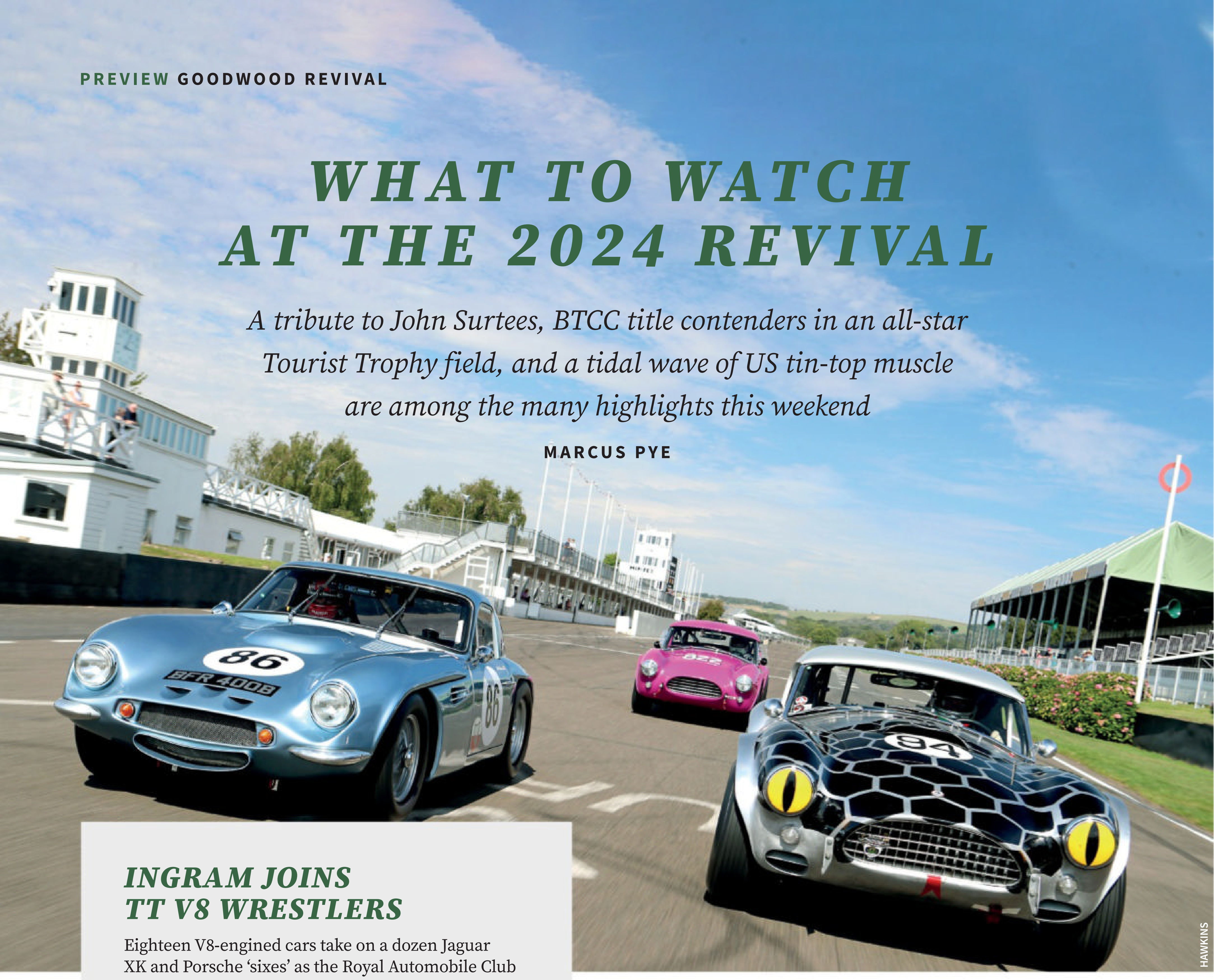
RIDERS' CHAMPIONSHIP 1 **Martin 299**; 2 **Bagnaia** 276; 3 **M Marquez** 229; 4 **Bastianini** 228; 5 **Acosta** 148; 6 **Binder** 145; 7 **Vinales** 139; 8 **Espargaro** 118; 9 **Di Giannantonio** 113; 10 **A Marquez** 104.

CONSTRUCTORS' CHAMPIONSHIP 1 **Ducati 426**; 2 **Aprilia** 218; 3 **KTM** 217; 4 **Yamaha** 62; 5 **Honda** 32.



Marquez heads off to dominate from pole

NEXT REPORT
San Marino GP
12 September issue



HAWKINS

WHAT TO WATCH AT THE 2024 REVIVAL

A tribute to John Surtees, BTCC title contenders in an all-star Tourist Trophy field, and a tidal wave of US tin-top muscle are among the many highlights this weekend

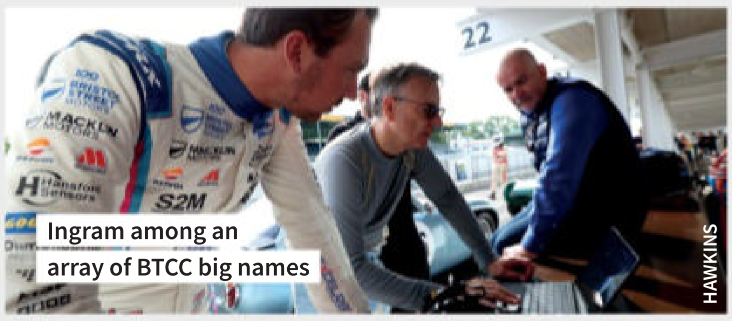
MARCUS PYE

INGRAM JOINS TT V8 WRESTLERS

Eighteen V8-engined cars take on a dozen Jaguar XK and Porsche 'sixes' as the Royal Automobile Club Tourist Trophy Celebration race provides Sunday afternoon's sensational centrepiece. Tom Ingram, 2022 British Touring Car champion and hot on points leader Jake Hill's heels in the current title fight, tests his reflexes in Mike Whitaker's TVR Griffith 400.

A lone wolf among 10 venomous AC/Shelby Cobras, a brutal Sunbeam Tiger Le Mans coupe and lowline Tojeiro EE powered by similar Ford V8s, plus three Chevrolet Corvette Stingrays, a Bizzarrini 5300 GT and a Cheetah, the short-wheelbase TVR has been honed into a competitive beast by marque specialist Nigel Reuben and the Jordan Racing Team.

Hill is the latest ace to share Olly Bryant's Cobra – winner in 2021 with Darren Turner co-driving – while BTCC champs Gordon Shedden (Cobra), Andrew Jordan (Corvette) and Matt Neal (Bizzarrini) stud the all-star field. Andy Priaulx sprang a surprise victory in William Paul's Jaguar E-type last September and is back on the Coventry team, as is Tom Kristensen in Fred Wakeman's Lister Coupe.



Ingram among an array of BTCC big names

HAWKINS

SURTEES CAREER CELEBRATED



Surtees was always a fan favourite at Goodwood

J BLOXHAM/MOTORSPORT IMAGES

John Surtees was a five-time world motorcycle champion when, on 19 March 1960, he made his car racing debut at Goodwood. He'd previously tested an Aston Martin sports-racer, but to qualify Ken Tyrrell's Formula Junior Cooper-BMC T52 on pole, ahead of Jim Clark's works Lotus-Ford 18, and finish second to the Scot was a telling achievement.

More extraordinary was that 'Big John', at 26, was promoted to F1 less than two months later, debuting for Colin Chapman's Team Lotus in the BRDC's International Trophy event at Silverstone. Second in July's British GP there, on pole for (and crashed while leading) August's Portuguese GP, Surtees retired from the US GP, ending a part-season in which he added two more 350cc and 500cc crowns on two wheels!

Surtees, winner of Goodwood's Glover Trophy in 1961 in a Yeoman Credit Cooper, subsequently raced Bowmaker Lolas before joining Ferrari in 1963 and winning the 1964 F1 championship with the Italian team. Celebrating the 60th anniversary of his F1 crown with a cavalcade of cars and bikes spanning his career will be special.

FRIDAY NIGHT IS SPORTSCAR NIGHT

The Sussex Trophy race, which for the first time graces the one-hour double-driver slot to open the show on Friday evening, evokes memories of the wonderful late-1950s multi-marque world sportscar championship TT era at Goodwood in which shapely and sonorous steeds proudly carried their national colours into battle.

As dusk descends, hopefully with a vivid autumnal sunset over Fordwater and rich engine notes enriching the evocative orchestral soundtrack, Jaguar and Chevrolet-powered Listers should be to the fore. Jaguar D-types lead the chase, with Le Mans winner Andy Wallace and Gary Pearson. Expect a Transatlantic challenge from Julian Majzub's Canadian Sadler-Chevrolet and the American Kellison J4 (which Sam Wilson saddles), while Tom Kristensen and Sam Hancock race the Ferrari 246S Dino in memory of engineer Tim Samways.

Agile two-litre cars will make their presence felt over the distance, with the strongest set of Lotus 15s yet at a Revival. David Brabham, Richard Bradley and Olly Bryant are among the star names in Chapman's chariots trying to match Antipodean combo James Davison/Roger Wills. Also Climax FPF-motivated, a pair of rear-engined Cooper T49 Monacos provide contrast too.



Evocative Sussex Trophy race opens the action on Friday

J BLOXHAM/MOTORSPORT IMAGES

TEN ERAs GRACE GOODWOOD TROPHY

Seventy-six years ago, when RAF Westhampnett opened its doors for the first time as the Goodwood Motor Circuit, nine English Racing Automobiles from the 1930s burst into life anew. Four are back, bringing siblings, for Saturday's Goodwood Trophy race, including Prince Bira's R5B 'Remus' – in which Ludovic Lindsay won at the first Revival Meeting in 1998 – now owned by rapid Irishman Paddins Dowling.

'Remus' was a recalcitrant teenager in 1948, head gasket failure in practice precluding a *Daily Graphic* Formula 1 feature start. Driver John Bolster, the celebrated future Autosport technical editor, found consolation by setting fastest lap in ERA R11B en route to third in another race behind Dennis Poore's Alfa Romeo and Peter Walker's R7B.

Julian Wilton races R7B, Heinz Bachmann Geoff Ansell's R9B, Brad Baker Graham Whitehead's R10B, and David Morris Bolster's R11B from that momentous day. Expect previous Revival winners Mark Gillies (R3A) and Morris to make the running with Dowling. Nick Topliss (R4A) won't be far behind, with Ben Fidler's R4D experiencing the thrill of the chase once more alongside Tom Hardman in late-built AJM1, crafted by Tony Merrick.



Morris leads Gillies at last year's Revival

J BLOXHAM/MOTORSPORT IMAGES



F1 design virtuoso relishes Goodwood R&R

HAWKINS

ADRIAN NEWEY'S WEEKEND TO RELAX

Away from the rigours of his day job, creating the astonishing Red Bull hypercar and ongoing speculation on his next (ultimate?) career move, what does the world's greatest Formula 1 designer do on his weekends off? The answer is probably curating his stable of iconic cars – Gold Leaf Team Lotus-Cosworth 49B R8 his prize possession – and competing in landmark races, something else the 65-year-old excels at.

Fresh from finishing fourth in the Monaco GP Historique's earliest three-litre F1 set in Graham Hill's period mount, Newey could start looking forward to the Revival, a regular haunt for the past two decades. Back in 2009, with Indycar legend Bobby Rahal, he won the RAC TT Celebration in his Jaguar E-type, a feat repeated with Martin Brundle in 2012, setting a lap record en route. Newey also won 2013's Ford GT40 race with Swede Kenny Brack.

This year Newey is contesting two races: Saturday's Whitsun Trophy in his GT40 and Sunday's RAC Tourist Trophy retrospective in the Jaguar, co-driven by son Harrison, 26. Both have been playing themselves in at recent Goodwood test days. Junior has unfinished business, for transmission failure halted the E-type while leading, courtesy of Jenson Button, in 2022.

GOODWOOD REVIVAL TIMETABLE

Friday 6 September
0800 Air display
0900 Meyers Manx track parade
0930-1130 Official practice
1140 75 years of the Jaguar XK engine
1205-1510 Official practice
1525 Tribute to John Surtees
1545-1810 Official practice
1830 R1: Sussex Trophy

Saturday 7 September
0800 Air display
0840 Track blessing
0900 Meyers Manx track parade
0935 R2: Goodwood Trophy
1010 Official practice RAC Tourist Trophy Celebration
1105 R3: Barry Sheene Memorial Trophy part 1
1145 Settrington Cup Austin J40 part 1
1230 R4: Fordwater Trophy
1330 R5: St Mary's Trophy part 1
1350 Tribute to John Surtees
1525 R6: Madgwick Cup
1610 75 years of the Jaguar XK engine
1630 R7: Whitsun Trophy
1735 R8: Stirling Moss Memorial Trophy

Sunday 8 September
0800 Air display
0840 Track blessing
0900 Meyers Manx track parade
0935 R9: Earl of March Trophy
1000 Opening of the Tyrrell shed
1030 R10: Richmond & Gordon Trophies
1120 Settrington Cup Austin J40 part 2
1150 75 years of the Jaguar XK engine
1220 R11: Barry Sheene Memorial Trophy part 2
1330 D-Day 80th Anniversary
1430 R12: RAC Tourist Trophy Celebration
1500 R14: Glover Trophy
1640 Tribute to John Surtees
1710 R15: St Mary's Trophy part 2
1730 R16: Freddie March Memorial Trophy
1845 Prizegiving

Note: no Race 13 as usual, for reasons of superstition

STIRLING MOSS GT EXTRAVAGANZA


J BLOXHAM/MOTORSPORT IMAGES
Race celebrates Moss's place in Goodwood lore

Stirling Moss was king of Goodwood from 1948-62, and delighted Revival-goers long after he wowed them with fingertip control of a Maserati 250F in 1999's grizzly wet conditions, as precise as 45 years before in his early career. The maestro's victories in four successive TT races, spanning Aston Martin DBR1s to Ferrari 250 GT Berlinettas in 1960 and 1961, are celebrated here.

Four years after Moss's death, aged 90, Saturday's Memorial Trophy race fittingly features a quartet of the timelessly graceful three-litre V12 Ferrari 'SWB's with Tom Kristensen and Emanuele Pirro their star drivers, although they will be outgrunted on the straights by larger displacement Jaguar E-types and AC Cobras. The Buncombe brothers – Alex and Chris – and Andy Priaulx are in svelte Jags, while Andrew Jordan and the omnipresent Nigel Greensall top the snake charmers.

A strong Aston Martin DB4 GT posse includes Dwight Merriman's ex-Jim Clark example and boasts drivers of the calibre of BTCC star Josh Cook, Dario Franchitti, 2013 RAC TT Celebration winner Simon Hadfield and Kyle Tilley. The gallant Austin-Healey 3000 'DD300', a triple Le Mans veteran, is also in the mix.

BARRACUDAS CHASE GALAXIE 500s

A quintet of Ford Galaxie 500s of the type in which Jack Sears terrorised the previously all-conquering Jaguar Mk2s in the 1963 British saloon car championship go head to head with a brace of Plymouth Barracudas as the St Mary's Trophy contest reverts to its pre-1966 timeline.

The Blue Oval's line-up could hardly be more stellar, with seven-time NASCAR Cup champion Jimmie Johnson, multiple Le Mans winners Romain Dumas and Andre Lotterer, triple World Touring Car conqueror Andy Priaulx and triple BTCC champ Gordon Shedden racing the seven-litre monsters in Saturday's Pro leg. But Jake Hill relishes a challenge and picks up the Mopar brand's cudgels, backed up by Abbie Eaton, rapid in her father's younger Holden Commodore.

The under two-litre contest will be no less compelling, with Lotus Cortinas (Rob Huff, Tom Ingram, Matt Neal and Marcel Fassler), Alfa Romeo GTAs (Marino Franchitti, Andrew Jordan, Jochen Mass, Emanuele Pirro, Frank Stippler and Jean-Eric Vergne) and BMW 1800 TiSAs (Neel Jani and Christian Horner) trying to match the US muscle.


MOTORSPORT IMAGES
Galaxies will be steered by a stellar line-up

LOLA VERSUS LOTUS IN MADGWICK BRITPOPS

Small-capacity lightweight sportscar racing was a staple of Goodwood's International events and Members' Meetings of the later 1950s. Indeed they were the hot ticket as Colin Chapman's Lotuses and Eric Broadley's Lolas fought for supremacy, using Coventry-Climax engines, both British marques entering an era of rapid expansion to satiate a growing global customer base's appetite.

Broadley rolled his Lola Mk1 prototype at Madgwick in August 1958, but the little car was quickly back on track and winning. Its beaten aluminium body remains unpainted and, in long-time custodian Keith Ahlers' hands, is a likely Madgwick Cup frontrunner. As are Ben Adams's black production version, winner of Goodwood's final contemporary era race in July 1966 with Dickie Metcalfe up, and Nick Finburgh's sister car.

Lotus Elevens head the opposition, with multi-Goodwood winner Miles Griffiths favourite in an LM150 model. Cooper T39 'Bobtails', Sussex-built Elvas, a Kieft and a rare Rejo join the fray too.



J BLOXHAM/MOTORSPORT IMAGES

Madgwick magic: Lola-Climax Mk1 leads Lotus Elevens

DON'T MISS
Revival report 12 September issue



Welcome return for Earl of March Trophy

HAWKINS

THE HALF-LITRE CLUB RECONVENES

From Castle Combe's 500th car race meeting in April to the Oulton Park Gold Cup, via Austria's Red Bull Ring, 500 Owners' Association members are enjoying a tremendous season. But the jewel in their crown for 2024 is a return to the Goodwood Revival Meeting, the Earl of March Trophy gig which, like the Olympic Games, comes round every four years these days.

Per 1948 to 1956, when the motorcycle-engined cars were in their pomp, saddled by Stirling Moss (an opening day victor in September 1948) and future race school king Jim Russell, it's Coopers against the rest in what became F3. Sunday morning's Revival dream grid also encompasses Arnott, Comet, Erskine Staride, Flash Special, JBS, JP, Kieft, Mackson, Martin, Petty and Smith-Buckler chassis, plus French Cousy, Swedish Effyh, Dutch Larkens and Australian Trenberth rivals.

Tom Waterfield and Alex Wilson will take some beating, but George 'Avro' Shackleton flew in his ex-Byron Lewis Cooper at Oulton and is owed a result at Goodwood having previously been tripped into the pitwall. Simon Dedman's ex-Ninian Sanderson 'forward control' Staride and the Martins of Simon Frost and Chris Wilson won't be far behind.

POIGNANT PARADES; FASHION SIDESHOWS

Apart from the homages to John Surtees, on Sunday there will be an appreciation of Goodwood's RAF roots for the contribution of countless war heroes, military and civilian, within a commemoration of the 80th anniversary of D-Day in 1944.

Hordes of Jaguars mark the 75th anniversary of the XK engine that powered C- and D-types to five Le Mans 24 Hours victories in the 1950s. On Sunday, His Grace the Duke of Richmond & Gordon opens the Tyrrell Shed, the humble timber factory – now relocated from Surrey to the paddock – in which 'Uncle Ken' and his team built the cars and masterminded Jackie Stewart's 1971 and 1973 F1 world championships.

Fashion and style will, as always, be at the forefront of off-track activities. The Revive & Thrive hub stages expert craft workshops and shows for all tastes. Over The Road amid the trade village the Sky Cinema will screen *The Wizard of Oz*, *Grease* and *The Greatest Showman* each day.



75th anniversary of Jaguar's XK engine

WOOD/MOTORSPORT IMAGES



PRE-1963 GTs

THE OTHER GREAT HISTORIC GT CONTEST

They are rarely given headline status, but the pre-1963 GT racers are proving a hit again in 2024 and should star at Goodwood

KEVIN TURNER

The RAC Tourist Trophy Celebration for closed GTs and prototypes built between 1960 and 1964 has been the blue-riband race at Goodwood since the first Revival in 1998. Goodwood describes it as "perhaps the most important race in historic motorsport", and the various pre-1966 GT contests around the world are among the highlights every season. But there's a similar group of machines that is once again threatening to steal the limelight.

Pre-1963 GTs first appeared at what was then known as the Silverstone Classic in 2009, made their Goodwood debut at the 2014 Members' Meeting, and became part of the Revival with the Kinrara Trophy in 2016. The pace of the top pre-1966 GTs, which now lap Goodwood six to seven seconds faster than they did in the late 1990s, pushed out some of the older machinery and a gap opened up for cars that weren't quite so 'hot'.

When Carol Spagg and Ben Cussons set up the series a decade and a half ago, it provided a home for early Jaguar E-types, Ferrari 250 GT Berlinettas, Aston Martin DB4 GTs and AC Cobras, as well as smaller racers such as Lotus Elites, Triumphs and Austin-Healeys. Other organisers followed and 1963 has become an established cutoff. Now, after a one-year absence from the Revival and a period not under the Motor Racing Legends umbrella, pre-1963 GTs are back at Goodwood and providing some great action in 2024.

This year, MRL has run races at the Donington Park Historic Festival, Snetterton Classic and Silverstone Festival, which was again for the RAC Historic TT. That event attracted 36 qualifiers, included a host of top historic names as well as Le Mans class winner Jan Magnussen, and provided a superb lead battle between the Cobras of eventual winners Gregor Fisken/Chris Ward and John Spiers/Nigel Greensall.



J BLOXHAM/MOTORSPORT IMAGES

"A competitive pre-1963 car is so much cheaper to buy or build than a pre-1966 and the racing is better"

"It's absolutely visceral," says Fisken of his 'junkyard dog' Cobra, Carroll Shelby's former demonstrator. "I really enjoy the pre-'63s. You've got to look after the tyres. There's a lot of power going through those wire wheels."

Narrower tyres – cars run on Dunlop 'L Section' tyres and cannot use a larger size than was homologated in period – are just part of what make the pre-1963s different to their younger brethren. Because the cars are generally less valuable – with some notable exceptions such as the Ferraris – more of them are period rather than 'new' builds. "I can understand why some of the pre-1966 originals don't come out because of their value, but with the pre-'63s I think we can still have some of that juice of having originals," adds Fisken.

"They're really good fun to drive," reckons leading Jaguar exponent Gary Pearson, who finished third at Silverstone with brother John. "If you want to come and start racing, I'd recommend pre-'63s. A competitive pre-1963 car is so much cheaper to buy or build than a pre-'66 and the racing is better. I wouldn't say I prefer it, they're different, but it's good."

The first Kinrara winner was a Ferrari (see table, right) and the period pacesetter won four of the first six Silverstone Classic Tourist Trophy enduros. But, as with the pre-1966s, E-types and Cobras now tend to set the pace.

"They've got the engines working well in the 260 [cubic inch] Cobras, so it's a bit like the pre-1966s – we're fighting a losing battle!" says Pearson. "The pre-'63 E-types were homologated with tiny front brake calipers so the Cobras are better on the brakes and have more power, but the E-types handle better."

Greensall, who has raced both, as well as a range of machinery from different periods, is typically enthusiastic about the category: "The series and the cars are a delight. There's more finesse than with the pre-1966s. It's how historic cars should be. Pre-'63 is magic. I've been doing it for a long time and I love the cars."

Fisken races a range of machinery all the way up to a Dallara LMP1 prototype and believes the pre-'63s provide a good challenge. "It's so entirely different you don't even think about it," he says of jumping between Cobra and Dallara. "When the cars are closer is when you get into trouble. The Cobra is the harder car to drive. Afterwards you can feel the muscles in your shoulders because there's a lot of input."

One of the strengths of the Goodwood RAC TT Celebration is its all-star cast of drivers, but this weekend's Stirling Moss Memorial Trophy for the pre-1963 GTs is hardly lacking in that department. Nine-time Le Mans winner Tom Kristensen rejoins Joe Macari, the Ferrari combination that triumphed in 2016, while the Jaguar ranks include touring car aces Gordon Shedden, Rob Huff and Andy Priaulx, and GT veteran Darren Turner. As well as Spiers/Greensall and Fisken/Ward, the Cobra horde features Andrew Jordan in Dragonsnake, which won in 2022.

Thus far, performance has crept rather than leapt forward. Jackie Oliver set the fastest lap in 2014 with a Ferrari 250 GT 'SWB' at 1m30.209s. Most subsequent benchmarks have been in the 1m29s, with the exceptions being Andrew Smith's 1m28.825s in 2019 with a Ferrari 250 GTO – the dominant car in period that should be a contender whenever the extremely valuable exotica appears – and Jordan's 1m28.601s in 2022.

It should all make for a spectacular contest on Saturday evening. And then there's the MRL finale at Silverstone in October. "Now that MRL is looking to build it up and it's back at Goodwood after a couple of quiet years I think it'll really start to pick up strong," predicts Greensall.

Historic racer Shaun Lynn has recently taken ownership of MRL and Pearson also believes pre-1963s will continue its momentum: "Shaun's got some really good ideas, so I think it's going to grow again. I'm quite excited about what he's going to do with MRL because it's been one of the best on the UK scene."



J BLOXHAM/MOTORSPORT IMAGES

PRE-1963 GT GOODWOOD WINNERS

2014 Stirling Moss Trophy (Members' Meeting)
Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB4 GT)

2016 Kinrara Trophy (Revival)
Joe Macari/Tom Kristensen (Ferrari 250 GT 'SWB/C')

2017 Kinrara Trophy (Revival)
Jon Minshaw/Phil Keen (Jaguar E-type)

2018 Stirling Moss Trophy (Members' Meeting)
Jon Minshaw/Phil Keen (Jaguar E-type)

2018 Kinrara Trophy (Revival)
Niklas Halusa/Emanuele Pirro (Ferrari 250 GT 'Breadvan')

2019 Kinrara Trophy (Revival)
Gary Pearson/Andrew Smith (Ferrari 250 GTO, above)

2020 Stirling Moss Trophy (Speedweek)
Harvey Stanley/James Cottingham (Jaguar E-type)

2021 Stirling Moss Trophy (Revival)
Harvey Stanley/James Cottingham (Jaguar E-type)

2021 Stirling Moss Trophy (Members' Meeting)
Nigel Greensall (Jaguar E-type)

2022 Stirling Moss Trophy (Revival)
Mike Whitaker/Andrew Jordan (AC Cobra Dragonsnake)

2023 Stirling Moss Trophy (Members' Meeting)
James Cottingham (AC Cobra)



Fisken finds the Cobra a good test of car control

JEP



HISTORICS

THE FUTURE OF HISTORIC RACING IS HERE

Even younger fans will has seen some of the latest machinery to become 'historic'. They're as quick as contemporary cars but many believe there is a place for them

PAUL LAWRENCE

PHOTOGRAPHY **JEP**

Racing for sports-prototypes and GT cars from up to five years ago is not historic in the true sense, yet it is the fastest growing element of the overall historic racing industry.

It was Masters Historic Racing founder Ron Maydon who pioneered racing for this generation of cars as a way of widening the appeal of his offering. In the space of three or four seasons, it has grown impressively and more than 80 cars, dating from 2000 to as recent as 2018, ran across two grids at the Silverstone Festival last month.

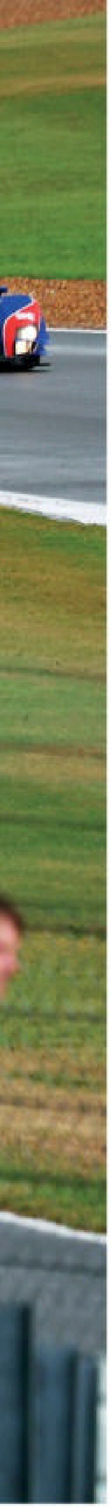
Even Maydon was surprised by the response to the twin Masters Endurance Legends and Masters GT Trophy grids. A significant number of existing historic racers took the chance to move forward a generation and have been joined by a stream of less experienced racers who want to compete in this type and generation of car. In many cases, drivers added a suitable machine to their portfolio to give them another race or two across race weekends.

In France, Peter Auto soon followed suit with its own series called Endurance Racing Legends, catering for cars from 1994 to 2010. As part of Peter Auto's largely French-based series of events, it has quickly gathered momentum. Meanwhile, Motor Racing Legends will weigh into the market sector at the end of the season with a pilot race dedicated to GT3 cars from 2006 to 2012 as a precursor to a fuller programme in 2025 for GT3 Legends.

Undoubtedly, the GT cars are more accessible and, given the global popularity of GT racing over the past decade and more, there is no shortage of available cars. At Silverstone in 2022, the grid was 16 cars for a Masters pilot race for GT4 cars. Two years later, 45 from 12 manufacturers were on the grid for a GT3/GT4 race.

But it's the prototypes that grab the biggest headlines and arguably please crowds the most, and the type of cars that won Le Mans for Porsche and Audi are back on the track along with machinery from the LMP2 and LMP3 categories.

One of the drivers reliving Peugeot's Le Mans glory days with diesel power is Steve Brooks. "Let's be honest, I think the





Brooks has relished mastering Peugeot 90X...

Peugeot 90X is possibly one of the nicest cars ever built," is Brooks's opening shot. His second-generation, V8-engined 908 has a Le Mans history with Nicolas Minassian. "They are amazing pieces of engineering," adds Brooks.

With a strong pedigree in Historic F1 cars, explorer and Spitfire pilot Brooks has been able to make the jump to modern prototypes and says that, as a gentleman racer, it's an achievable step. That's despite the high downforce levels and performance – the top cars hit 170mph down Hangar Straight. "It's a lot to learn to drive, but when you get there it is extraordinary and very rewarding," says Brooks. "It's a very strong package and you feel very safe in there. It gives you confidence.

"It takes some getting used to, but it's an extraordinary car because you can't really hustle it. It revs to 3700rpm but it's got so much torque, and you have to be smooth. If you try and throw it around, it just doesn't like it. You go into a corner and you think, 'There's no way that I'm going to get around here.' But you just have to trust the car."

As car owners have added prototypes and GTs to their portfolio, so many of the preparation teams have had to step up and take on cars not previously on their radar. Elsewhere, teams with relevant experience have also been able to offer their services into a new market sector.

One such team is that headed by the human dynamo that is Martin O'Connell. From a promising single-seater career as a youngster, he remains a talented and versatile racer. But his main focus is OC Racing, which fields a wide array of period racing machinery, including recent prototypes, for customers. "The cars are amazing and it's a real spectacle," enthuses O'Connell. "The problem with them is that they might be relatively modern compared to some historic cars, but they're all getting to be old cars. Some of them are 10 to 12 years old and maybe older than that."

O'Connell reckons that the less complex prototypes from LMP2 and LMP3 are not particularly complicated to run. Many parts were mass produced so are easily replaced or replicated in a newer version. LMP1 cars, however, are a different challenge. "When you get into the LMP1 cars, it's a lot more bespoke, so you have a lot more challenges in terms of keeping them going," he points out. "Some of the customer LMP1 stuff is easier, because 50% of that was always off the shelf. The only issue you really have with those is if you crash them, because fabricated parts and machine parts are easy to reproduce, but bodywork is difficult because of the moulds and that gets really expensive.

"When you get into the manufacturer cars like the Peugeots or the Audis, that's more difficult. Every aspect of the car is bespoke, but they are in a different league to the customer cars in terms of manufacture quality. But they can be a nightmare because with the Peugeot, for example, the software and the engine management mapping is all in French."

Being forced to use French software will be a challenge for a UK-based team, but O'Connell is still a fan of the top-level prototypes: "They are fabulous cars and stunningly good. It's a pleasure to drive them, and it's a pleasure to work with them. People always say that they must be cheap to run because they were built to do 24 hours. The problem is, they were built to do 24 hours when they were brand new. They were not built to do 24 hours when 10 years old."

In some ways, these machines have become a natural replacement in historic racing for Group C cars, even though Peter Auto still runs Group C races and Masters Historic Racing is moving into the Group C arena with its own offering for 2025. »

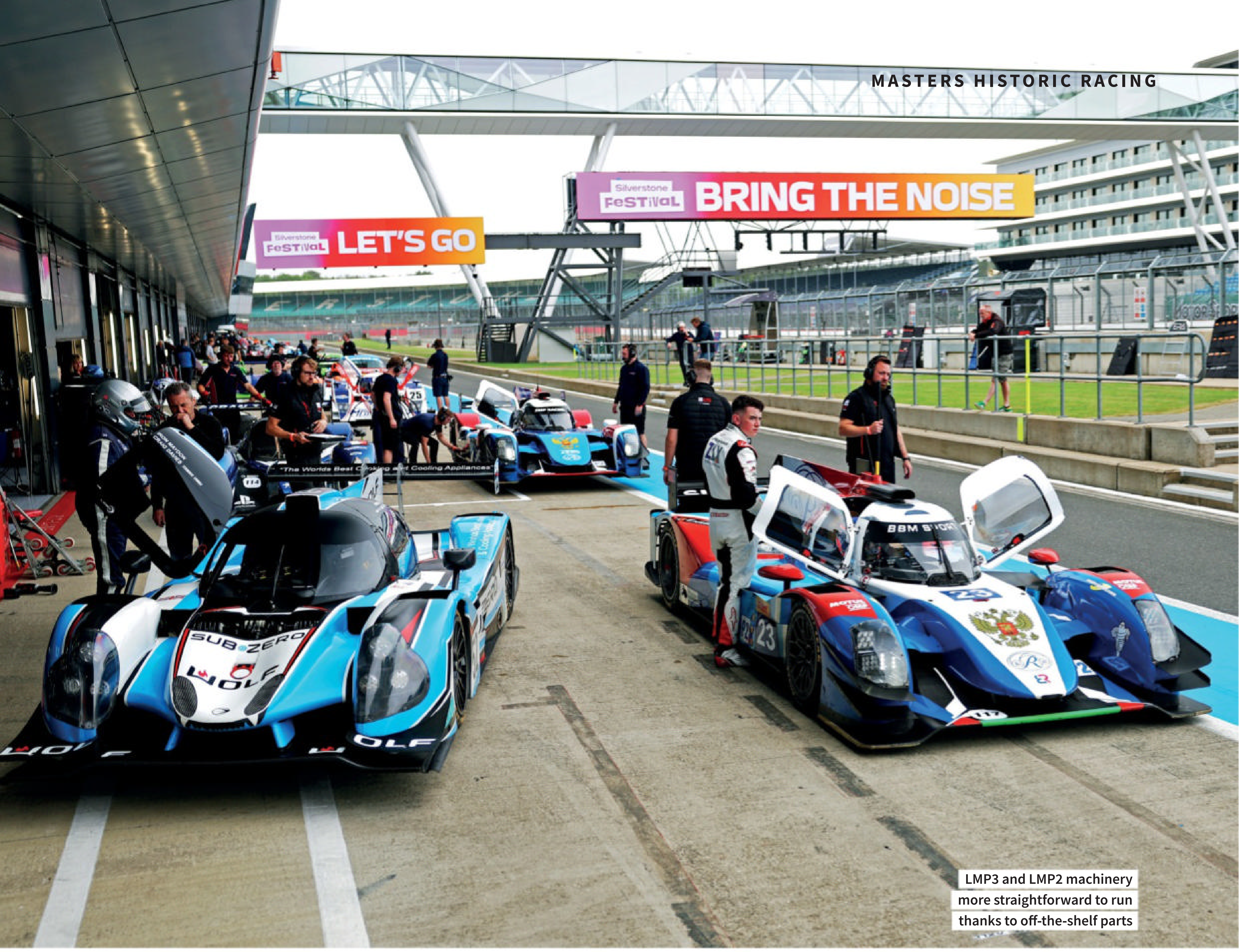
"They are fabulous cars. It's a pleasure to drive them, and it's a pleasure to work with them"



...and (left) celebrates on Silverstone podium with Christophe D'Ansembourg



THE RACER
Scary talk from the HRDC!
ARE YOU READY FOR SCARY SILVERSTONE GP?
HRDC ANNUAL HALLOWEEN RACES AT MRL SILVERSTONE GP MEETING
20th OCT 2024
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LMP3 and LMP2 machinery more straightforward to run thanks to off-the-shelf parts

"It's both extremely exciting and quite depressing that I can race my first era of car now in historic racing"

"They're better and easier to run than a Group C car," says O'Connell. "With the Group C cars, the technology is really old. The cars are fragile because they were always raced in a compassionate way, if you like, for fuel economy, whereas the modern LMP cars were always designed to be raced flat out."

Seasoned professional racer Oliver Webb has gone back to the type of cars he raced a decade ago and says that the recent growth of modern GTs and prototypes in the historic arena is good news. "It's both extremely exciting and also quite depressing that I can race my first era of car now in historic racing," smiles Webb. "To have done a couple of years of P2 and eight years of LMP1, and now be back into a prototype car racing with friends and clients in this championship is awesome. These events are incredibly good fun."

Webb believes that the new series represent an amazing opportunity for drivers to get their hands on very fast cars on very good circuits, but still on sensible budgets in racing terms. "A good amateur can still get a lot out of one of these cars, especially the earlier generation ones as they're a little bit more user friendly," he reckons. "The data and video systems these days make it very usable and a good way that you can help a driver come forward. A new driver can come from having driven no race cars to things like classic E-type Jaguars to race a prototype around Silverstone. They're really, really good."



GT racing's growth in popularity means no shortage of suitable cars



Webb reckons decent amateurs can make great progress

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Plans to restrict series calendars are abandoned

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Bloch's remarkable journey back on track



New StreetCar Festival to launch this weekend



Italian F4 dominator Slater to GB3



The CSCC was among clubs concerned by the proposals

STEVE JONES

Controversial series plans are dropped

MOTORSPORT UK

Proposals from Motorsport UK's race committee to place restrictions on series' calendars and names have been dropped in their entirety following a backlash from organising clubs and drivers.

The governing body launched a consultation last month into plans that would limit a series to running a maximum of six events per year, ban any overseas rounds and also prevent words like 'cup' and 'trophy' from appearing in their names. The clampdown was intended to create a greater distinction between points-scoring championships and series, particularly in the wake of some series organisers producing points tables or effectively crowning a winner at the end of a season.

But these proposals sparked an angry response from clubs that operate series. They believe the rule changes placed unfair and unnecessary restrictions on their businesses and that the plans had deviated too far from the original aim.

Motorsport UK was inundated with responses to the consultation and, aware of the strength of feeling, convened a meeting of the race committee to review the plans immediately after the closing date for replies. It then confirmed last Friday that the plans have been scrapped.

"There's no question the proposal was misplaced, but that's why we have consultations," said Motorsport UK CEO Hugh Chambers. "The consultation arose from a working group, which is a subgroup of the race committee, and it's one of those things that kind of slipped through the net. It's really unfortunate and we pulled it because, once everybody took two steps back, it was like, 'No, that's not actually the right thing to do'."

Asked about the desire to quickly review the results of the consultation, Chambers added: "Over the last five or six years, you will have seen that David [Richards, Motorsport UK chairman] and I respond to things – we don't allow them to sit there and fester."


Chambers admits the plans to restrict series were "misplaced"

JEP

Clubs have welcomed the rapid decision to abandon the regulation changes and have echoed Chambers' comments about the effectiveness of the consultation. "Sense has been seen," said Hugo Holder, director of the Classic Sports Car Club – which predominantly runs series. "It's good that the consultation process has worked and it's good that the consultation was overwhelmingly against it.

"Series are a big part of club motorsport in the UK and it's important they are preserved. A lot of people say they don't want to do championships. Driving standards [in series] are that much better because people aren't going for a championship. The atmosphere in the paddock is so much more relaxed and people are more willing to help you."

In addition to dropping the proposals surrounding series, Motorsport UK has also decided to go back to the drawing board on the suggestion to ban in-car devices that transmit or receive data unless they are specifically permitted by a category. Further discussion with manufacturers will be held and an alternative plan will be put forward at a later date.

Seven other proposed regulation changes were approved at the race committee meeting, covering a range of topics including the ability to offer differing track-limits penalties in a multi-driver endurance race and introducing rules to enable full-course yellows to be implemented in club motorsport to deal with incidents – with these plans attracting virtually no concerns from the consultation.

STEPHEN LICKORISH

P72 OPINION

Italian F4 leader Slater set for Rodin GB3 debut


Having just turned 16, Slater is eligible to race in GB3 Championship

MSV

GB3

Runaway Italian Formula 4 Championship leader Freddie Slater will make his debut in the GB3 Championship this weekend at Donington Park with Rodin Motorsport.

Slater, who turned 16 last month and is therefore now eligible to race in GB3, has already tested the Tatuus MSV-022 car extensively over the past year. He has moved into single-seaters after claiming 16 wins from 21 races on his way to dominating Ginetta Junior in 2023.

Following his title success and some impressive late-season F4 outings, Slater was voted Autosport's 2023 National Driver of the Year and has been selected as one of the final 10 drivers for this year's Silverstone Autosport BRDC Young Driver of the Year award. His nomination comes on the strength of his 11 wins from 15 races to date in Italian F4 in 2024, plus victory in the pre-season UAE F4 Championship.

"I'm excited to finally get to race in GB3 with a team like Rodin Motorsport," said Slater. "I really hope to bring in some good results for me and the team at Donington, and get things started in a good way."

Slater replaces Ugo Ugochukwu, who returns to the Formula Regional European Championship by Alpine with Prema, and has also missed GB3 rounds at the Hungaroring and Zandvoort.

Rodin Motorsport GB3 team manager Ricky Taylor said: "We're pleased to have Freddie on board and have been working with him recently ahead of his debut in the GB3 Championship. He tested with us last week at Donington Park and we already know he works brilliantly with the team so we can't wait to get this first race weekend under way."

Reigning British F4 champion Louis Sharp currently leads the GB3 standings in his rookie season with Rodin by four points from John Bennett (JHR), with Tymek Kucharczyk (Hitech) a further nine points adrift. Only six races remain across the concluding Donington and Brands Hatch events.

Maiden single-seater outing for Ellis in GB4


Ellis only started racing Ginetta Junior in 2023

GB4

Ginetta Junior driver Nickolas Ellis will make his GB4 Championship debut with Elite Motorsport at Donington Park this weekend.

The Isle of Man-born driver made his car racing debut last year in Ginetta Junior with Elite and has tested the team's GB4 machine this term at both the French Val de Vienne circuit and Snetterton ahead of a one-off outing.

"Coming from Ginetta Juniors, I obviously need to adapt, quickly, to aero and slick tyres, which is a steep learning curve, but I have shown good pace in testing," said the 17-year-old, who has taken a best result of eighth in Ginetta Junior this year.

"My times at Snetterton were competitive with the existing midfield runners so I'm hoping that I'll be in the mix in the three races at Donington."



BACK ON TRACK AFTER RESTORATION The 2004 DBA 03S Zytek returned to the track at Paul Ricard last week having been acquired by Le Mans Classic and Peter Auto veteran Xavier Micheron. The car, which has been restored by Aaron Scott and his team at Scott Sport, was driven in period by Nicolas Minassian, Jamie Campbell-Walter and Andy Wallace in the 2005 Le Mans 24 Hours, placing 14th overall and seventh in class. **Photograph by Peter Baker**

Pirro father-and-son duo to race bespoke liveried Porsche 904

GOODWOOD

A Porsche 904 will be driven by ex-Formula 1 driver and five-time Le Mans 24 Hours winner Emanuele Pirro and his son, Goffredo, at this weekend's Goodwood Revival.

The car features a bespoke livery that showcases a collaboration between contemporary artist Daniel Arsham and Team Ikuzawa, with a limited-edition capsule collection featuring clothing and other memorabilia set to be on display in the paddock.

Tetsu Ikuzawa became Porsche's first Japanese factory driver, and in 1973 was the first from the country to race at the Le Mans 24 Hours, six years after claiming victory in the 1967 Japanese Grand Prix in a privately entered Porsche 906. He also drove the famed pink Kremer 935 in 1980.

Continuing Ikuzawa's legacy, his daughter, Mai, drove at last year's Festival of Speed and has worked alongside Arsham as a designer herself to create the unique collaboration.



Artist Arsham and Team Ikuzawa have come up with unique livery

TOM SHAXSON

MG TITLE FOR COLE AT LAST

Long-time MG Trophy competitor James Cole did enough to secure his first title at the end of last month at Brands Hatch. The 33-year-old, whose MG ZR 170 is run by father Doug's DC Motorsport squad, has dominated Class B this year, scoring maximum points in nine of 12 races. With only Snetterton's double-header later this month remaining, it leaves his score unassailable by nearest challenger Matt Harvey.

PARADE OF CHAMPIONS

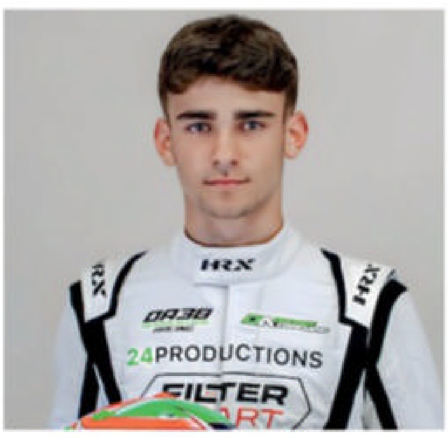
The Knockhill circuit will hold a Parade of Champions to celebrate title winners across five decades of bikesport since the Scottish venue was first opened. The demonstration, which will include TT legend John McGuinness, rising star Rory Skinner and World Endurance champion Brian Morrison, among others, will take place within a special Rewind racing event on 22 September, exactly 50 years after the circuit was first officially opened.

BRITISH GT FOR CURRIE

Ex-Fun Cup racer Jon Currie is due to make his British GT debut at Donington Park this weekend in his Mercedes-AMG GT4. The car will be run by Team Parker Racing, and Currie will share with Phil Quaife. Phil Keen, who Currie has shared with earlier this season, will be racing a 2 Seas Porsche 911 GT3-R alongside Ian Loggie.

ALGIERI TO MINI CHALLENGE

Olivier Algieri will make his debut in the Mini Challenge Trophy this weekend with Westbourne Motorsport at Croft's new Mini Festival. The 19-year-old has raced in the 750 Motor Club's Clio Sport series over the past two seasons. "The Mini Challenge is somewhere I have been keen to try and race for the past few years because of the close and exciting racing," said Algieri (below), "and the fact it is so closely linked to the BTCC [the Coopers appear at selected rounds] – which is where a lot of young drivers aspire to race."



New StreetCar Festival a pilot for major event

MOTORSPORT UK


Car trials is one of the disciplines on show

Motorsport UK hopes that a new StreetCar Festival it is running for the first time this weekend will grow into a major national event in the future.

The inaugural festival takes place at Bicester Motion on Sunday and is designed to celebrate the grassroots, affordable disciplines that operate under the StreetCar banner and help encourage more people to get involved.

Various clubs will be in attendance for this year's event, with autosolo, production car trial, cross country punch hunt and table-top rallying competitions held as part of the festival. For the £10 entry fee, an attendee can be a passenger in various contests and, for an extra £5, can enter their road car into an autosolo taster or the punch hunt. The South Oxon Car Club will also be organising a non-competitive touring assembly that tests participants' navigational skills.

"Ever since we came up with this concept of StreetCar, I've always had this vision of getting all of the clubs across the whole of the UK involved in StreetCar to come together for one major festival, and it's taken a little while," said Motorsport UK CEO Hugh Chambers. "Unfortunately, COVID got in the middle of it and slowed us down a bit, but StreetCar has been a great success. I think we're now up to 75 StreetCar clubs and they all have to be signatories to the StreetCar Charter, and the main crux of that is they commit to welcome new people in.


Land Rover passenger rides will be available

"The StreetCar Festival is going to be fantastic. It's at Bicester, which is a lovely venue and it's got that nice, open, democratic feel to it. We've got a range of different taster events for people, but we're also running some events for people who are current competitors. All of this is designed to be a pilot to do something on a national basis next year.

"I would love it to be a two-day event so everybody stays over on Saturday night and we have barbecues and you get this real community spirit. We've got nearly 600 clubs across the UK and it would be great to have 60, 70 clubs at one StreetCar Festival all coming together for the whole community to celebrate."

Chambers said the number of tickets is capped for this year's event to meet with Bicester Motion's requirements, but is encouraged by the amount of interest in the festival idea. "It obviously needs to come from two sides: the club side and the potential consumers or participants – and both sides have really, really warmed to it," he added.

"We're quite modest in our ambition this year. I think it's going to be a great success and we're then looking at potential other venues, maybe a bigger venue, suitable for a national festival. I think there's a groundswell of love for down-to-earth, good, honest motorsport."

STEPHEN LICKORISH



The MP4/4B Senna tested at Pembrey is set to return to the venue

COLOMBO/MOTORSPORT IMAGES

Ex-Senna McLaren to return to Pembrey for new Welsh festival

PEMBREY

An ex-Ayrton Senna McLaren Formula 1 car is among the star attractions for this month's inaugural Welsh Motorsport and Supercar Festival at Pembrey.

The 22 September event falls 31 years to the day since the three-time F1 champion set the fastest lap around the Welsh venue at the wheel of a Lamborghini-powered MP4/8B, and organisers were therefore keen to celebrate the Brazilian at the festival. An example of the MP4/4B from 1988 – used to prepare for the following year's regulation changes – will be in attendance, a car that Senna also tested at Pembrey.

"In the spring of 1989, this particular car, the MP4/4B-2, made the journey to Carmarthenshire, in the company of a then current 1989 MP4/5 race car," said Neil Oatley, director of design and development at McLaren.

"Both of our contemporary drivers, Ayrton Senna and Alain Prost, drove each of the cars during that particular intense test, only a few days after their infamous 'fall out' at Imola. They were particularly impressed by the arrival of a local mobile fish and chip shop to provide hot lunchtime meals for all the crew."

A range of other F1 machinery will also be on display at the event, while manufacturers Porsche, Lotus, Alpine and Ducati will all have a presence.

CATERHAM ACES PUT ON A SHOW IN BRANDS THRILLERS

BARC

Two wins from three races strengthened Lewis Thompson's hopes of retaining his Caterham Seven UK title as the five Caterham categories present at Brands Hatch last weekend provided entertainment aplenty.

Thompson's victory in race one – his sixth on the trot – was achieved after he had swapped the lead with Harry Senior on numerous occasions. Senior brought an end to Thompson's winning run in a dramatic photo finish in race two, snatching the victory on the sprint to the line by just 0.091 seconds. Thompson then topped a truncated finale.

Taylor O'Flanagan recorded a memorable treble in the 310R encounters, although a clash at Paddock with Hugo Bush and sliding wide at Clark Curve when trying to keep Lars Hoffmann and Harry Cook at bay almost cost O'Flanagan success in the first event. A superb charge from last on the grid in race two put Bush back in victory contention for the second and third bouts, but O'Flanagan was unbeatable.

Elsewhere, three podium finishes ensured Ben Timmons was crowned provisional 270R champion, while a penalty denied Charlie Lower a hat-trick.

MARK LIBBETER

Junior team for TCR UK in 2025

TCR UK

A new initiative to provide promising young drivers with subsidised drives in TCR UK, under a Junior Team banner, is being launched for next year.

Championship promoter Maximum Motorsport is also Hyundai's UK distributor for TCR cars and is targeting drivers aged between 16 and 25. They will be given the chance to contest a full seven-weekend season of TCR UK in a Hyundai i30 N on an arrive-and-drive basis for £85,000+VAT.

"It's about the young kids who have got a bit of talent and are trying to progress, because it's tricky at the moment," said Maximum boss Stewart Lines. "They'll be able to race as a junior driver for the UK distributor, they'll be able to use our logos and try and attract sponsorship through the fact they're associated with us.

"Manufacturers are running TCR cars all round the world and, if a 16, 17, 18-year-old kid appears and looks talented, there is opportunity to try and progress. You can go to TCR Europe, World TCR, TCR China..."



Young racers will get subsidised Hyundai drive

TCR UK

There is not currently a limit on the number of drives available through the scheme. Cars will be run on a day-to-day basis by independent teams with engineering support from Hyundai Motorsport in Germany.

MARK PAULSON



Rectifying a mistake

Controversial proposals to place restrictions on series caused uproar, but Motorsport UK has been praised for its quick response to scrap them

STEPHEN LICKORISH

How an organisation responds to criticism is always a true test of its leadership. And Motorsport UK has passed that assessment in recent days, following the uproar sparked by its consultation into plans to overhaul series regulations and place severe restrictions on their calendars and names (see Autosport, 22 August).

Yes, the furore was completely unnecessary and avoidable, but the governing body equally deserves credit for the way it has reacted. Aware that the proposals had generated a wave of fury, a meeting of the race committee was scheduled for as soon as the consultation concluded to immediately review the plans. Inevitably, the suggested changes were scrapped (see News, p67) and this was quickly communicated to the club racing world, so everyone knew where they stood.

"We've got to praise Motorsport UK for that because it could have been another three or four weeks of uncertainty, but they called a meeting straight after the consultation deadline and, within 24-48 hours, published that response," says Luke Souch, sporting manager of the British Racing & Sports Car Club, which wrote an extensive open letter to Motorsport UK highlighting the many flaws in the proposals. "It's demonstrated that the consultation process does work and they've reacted very quickly. There were obviously lots of responses, including from us and other clubs and individuals. There was quite a bit of concern but there's now quite a bit of comfort in knowing those concerns have been listened to."

> **"Having a greater dialogue with those impacted by any changes can only be a good thing"**

For Souch and the BRSCC, chief among those concerns was the proposed limit of six rounds for a series. "There's two types of competitor: you have those that want to chase a championship and another type of competitor that prefers series because it's less serious and a bit more relaxed and gives them flexibility to bounce around categories," he explains. "Reducing the number of races in a series to six was going to disrupt the market."

Classic Sports Car Club director Hugo Holder sums up the general mood when he states: "It hit a nerve and a lot of people have breathed a sigh of relief it's not going ahead." Yet, for all that relief, there is still concern around how this situation arose in the first place, how the proposals were ever deemed credible, and why they were felt appropriate. Several people have also described Motorsport UK's assertion that some racers do not know the difference between a series and a championship as "insulting".

With Motorsport UK's quick response, there is now the chance to draw a line under the whole sorry saga. But that does not mean that it should be completely forgotten about, and it is still important that lessons are learned. Motorsport UK CEO Hugh Chambers has held his hands up to say that the organisation got it wrong and says steps will be taken to avoid something similar happening again.

"What I think we've learned from this exercise is we need to have a better internal mechanism and a greater sensitivity to when something is likely to be controversial, such as this. And I think that if it is going to be something quite seismic – and this would have been seismic, there's no question – we should have actually communicated it in advance and given the explanation behind it," says Chambers, who admits to having been irked by some "wild accusations" online that Motorsport UK would just railroad the proposals through.

Fundamentally, he believes the idea stemmed from a valid problem whereby some series are unfairly circumnavigating the rules that championships must adhere to. "The rationale behind the debate – and it was very lengthy, over 13 months of discussion at race committee – was a lot of the series are nibbling at the heels and, if not, having the lunch of the championship organisers," says Chambers. "It seemed unfair that series were gradually becoming quasi-championships. So the problem I think everybody agreed on, where it then fell over was on the solution. But the problem remains and there should be clear air between a championship and a series. So I think we, Motorsport UK, should have done a much better job of explaining to the community in advance of a proposal even going out."

Having a greater dialogue with those directly impacted by any changes can only be a good thing, and should prevent people being shocked by radical proposals. And Chambers also highlights how these series plans were generated from the race committee, which comprises a wealth of highly respected figures from UK motorsport.

Elsewhere in this issue, we spotlight some of the good work Motorsport UK is doing to try to grow the sport via its new StreetCar Festival initiative (p70). This is something that should be celebrated, but instead such commendable efforts are at risk of being drowned out because of other, more controversial, developments. Ultimately, returning to the series regulations, it's all well and good responding to such fierce criticism in an exemplary manner, but the key must now surely be to avoid such situations needlessly arising in the first place.



Dallara F317 pilot retained the Malcolm Templeton Trophy

GARY CRAIG

WEEKEND WINNERS

BOSS IRELAND
Races 1 & 2 Tony Greenan (Dallara F317)

FF1600
Races 1 & 2 Jason Smyth (Van Diemen RF00)

JUNIOR MINI COOPER
Race 1 Kyle Irvine
Race 2 TJ Taaffe

FORMULA SHEANE
Races 1 & 2 Keith Hogg

ROADSPORTS/LIBRE SALOONS
Races 1 & 2 Jim Larkham (Radical PR6)

MAZDA MODI-5-CUP
Races 1 & 2 Craig Ewing

MINI COOPER/FIESTA ZETEC
Race 1 Darren Gilmore (Mini)
Race 2 Peter Bennett (Mini)

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Greenan bosses it after Connolly's late spin in Kirkistown opener

KIRKISTOWN
500MRCI
31 AUGUST

Tony Greenan and his Formula 3 Dallara bossed both BOSS Ireland races on their second Kirkistown visit of the year last weekend but, unlike their first back in June, it wasn't all plain sailing.

Indeed the man from nearby Hilltown spent most of the first race viewing the rear end of Michael Connolly's World Series Dallara at close quarters, and was only shown a clear road ahead when Connolly, coping with an increasingly long brake pedal, spun at Colonial on the final lap. He was unable to restart, leaving Greenan with a 17-second advantage over Martin Daly's Dallara WS, with former saloon specialist Robert Copeland third in a depleted field in Jonathan Fildes' Ralt RT4.

Race two started twice. The first attempt produced some confusion with the start lights, and the subsequent appearance of red flags after just one lap, much to the chagrin of Greenan, who had managed a lightning getaway from pole.


Larkham twice warded off his Radical Roadsports rival

GARY CRAIG

However, suitably fired up, he did it again at the second attempt to rocket away from a suitably chastened Connolly to win by 47s, with Daly a further 4s back. It was a masterful performance that again netted Greenan the Malcolm Templeton Trophy.

Formula Ford 1600, a Kirkistown staple for so long, produced some closer action, with dominant Jason Smyth (Van Diemen RF00) scoring a brace of victories despite the best efforts of Team Dolan stablemate Stephen O'Connor (RF90). O'Connor took the runner-up spot in race one, ahead of an off-form David McCullough (RF01).

Second time out O'Connor excelled himself by starting before everybody else. Smyth soon got past but O'Connor's ruse was spotted by officialdom, the 10s penalty dropping him to fifth. McCullough suffered a suspension breakage and dropped out leaving Ian Campbell (Ray) in second ahead of top pre-'90 runner Dave Parks (Reynard). Smyth is now virtually unbeatable in the championship with just two rounds to go, the second of which is for the Martin Donnelly Trophy later this month.

The Mondello-based Junior Minis kept officials busy doling out advice and occasional penalties to a number of young hopefuls, who nonetheless put on a great display of wheel-to-wheel battling. Race one went to Kyle Irvine from Bobby-Joe McFall and Leo Richardson. The latter took another third place in race two behind TJ Taaffe's Mondello-backed scholarship car, and Irvine, the winning margin being less than 0.1s.

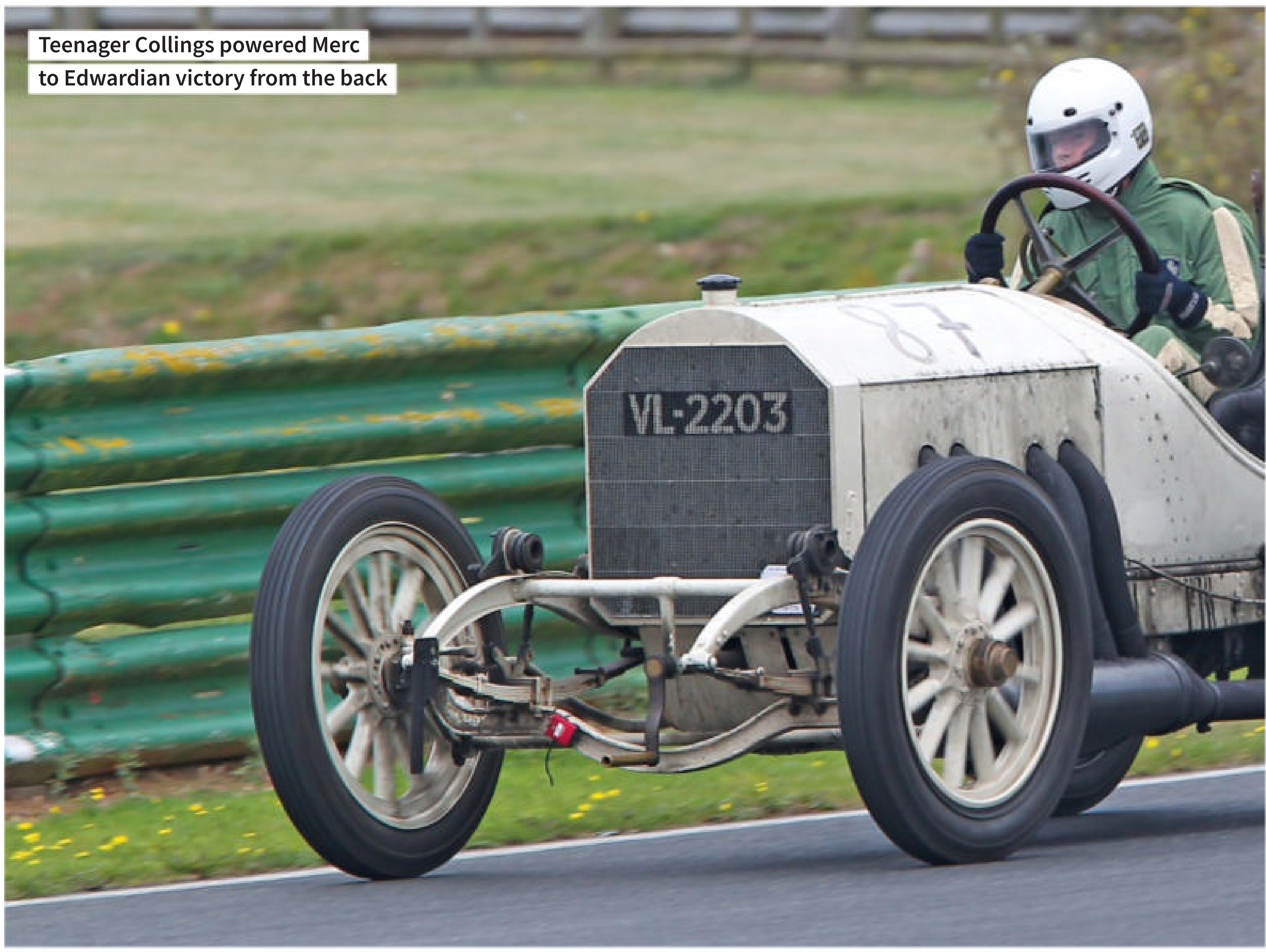
Elsewhere in a busy programme there were several back-to-back winners, with most of the usual suspects claiming points and prizes. Among these, Keith Hogg controlled the two Formula Sheane races to win from Sean Kiernan in the first and Enda O'Connor in the second.

Jim Larkham was unbeatable in a small Roadsports field ahead of Mike Ward (both in Radicals), with Gavin Stanfield's Subaru top saloon in third. Craig Ewing again topped the Modi-5-Cup MX-5 results, as he has virtually all year. Francis Allen and Damian Moran were the runners-up.

Kirkistown's poorly supported 'senior' Mini battles went the way of Darren Gilmore from Peter Bennett in the opener, with the order reversed in race two. The concurrent Fiesta encounters ended with father-and-son combo Derek and Michael Graham taking a first and second apiece.

RICHARD YOUNG

Collings on top as young guns blitz VSCC Mallory



Teenager Collings powered Merc to Edwardian victory from the back

MALLORY PARK
VSCC
31 AUGUST

On a day when young drivers won six of the 10 races, 19-year-old Archie Collings' victory from the back of the Vintage Sports-Car Club's Edwardian showcase, first run in 1955, taming his family's 13.5-litre 1907 Mercedes on his Mallory Park debut, was the talking point of last Saturday's Bob Gerard Memorial Trophy meeting.

Insufficient emergency medical cover in the morning precluded timed practice. The Motorsport UK steward thus pragmatically sanctioned each group to complete three laps behind a safety car and the handicappers ordered grids, with Mallory newcomers at the back, while another doctor was sought.

With father Ben Collings at the front in the dynasty's 1912 Zust-Brixia, could anybody negate his three credit laps, or Simon Scott's five in a 1909 Talbot, in the course of 14? Eager to get cracking, Archie was penalised 10 seconds for jumping the start, but knuckled down to his quest with genetic gusto.

A Collings 1-2 soon looked assured, but in which order? Third quickest of 18 starters, behind Mark Walker's Darracq 200hp and 'Edwardian' Williams in Ivan Dutton's 1914 Peugeot GP, Archie thundered round his father plunging through Devil's Elbow on the penultimate lap. John Polson's 1914 Talbot and Sandford Andrews on Stuart Harper's spindly Ford Kulick were third and fourth, less than a second apart.

The Young Persons opener, embroiling new generations of familiar VSCC sporting families, proved easy pickings for Theo Hunt, as last year, in his two-litre BMW 328-engined Frazer Nash TT Replica. Hunt finished 31.72s ahead of Wilf Cawley's 3.3-litre Ford Model A-powered GN Piglet, with Rebecca Smith a spirited third in the Morris Mord hybrid, motivated by a similar Ford 'four'. Hunt added the Mallory Park Trophy to his seasonal haul, outrunning Michael James's Riley 12/4 TT Sprite Rep and Anthony Seber's blown Wolseley Hornet Special.

Robert Beebee (FN TT Rep) kept Christopher Mann's road-driven Alfa Romeo 8C behind for the majority of the Mallory Mug Owner-Driver-Mechanic Pre-War sportscar race. Had Beebee taken fractionally longer to complete the penultimate lap, the chequer would have greeted him, but octogenarian Mann whooshed past with a glorious supercharged yowl next time round. Clive Fidgeon (FN TT Rep) pursued them, staving off Max Sowerby (Talbot Lago T120) and Adam Moody (Riley TT Sprite).

The Burghley Trophy Austin 7 staple attracted 22 runners, of which 19 started. Christian Pedersen romping to victory in his single-seater 'Miss Green' was no surprise, the Dane lapping all but Simon Gallon's sister car 'Scarlet'. Simon Blakeney-Edwards – enjoying his first run in stepson Archie Waterfield's regular mount – completed a podium clean sweep for Pigsty Racing's Ben Myall-built cars. Behind the supercharged Monoposti, Hugo Pickup (Ulster Special) was a mighty fourth, ahead of Charlie Plain-Jones's Cowley Special and Nicholas Powell's Austin/MG LA Special.

Powell won the subsequent MG Triple M Register race after sparring partner Richard Frankel's K3 retired with a misfire. Ian Goddard (PA-PB) narrowly topped a great dice for second with Mark Reece (J4), who passed him round the outside of Gerards and into Shaw's hairpin, but didn't have the puff to stay ahead. Fifth in that event, Australian Peter Cundy (NA) led the Pre-War handicap after a tussle with Grant Crawley's Riley, but young Rufus Flann forged father Jeremy's FN Super Sports to the front with three laps to spare.

Onlookers were treated to the spectacle of James Baxter in ERA GP2 hounding down Michael James's Riley 12/4 Cotton Special – named for body builder Paul – in the slim Boulogne Trophy field. A gear linkage issue thwarted the ERA a lap from home, leaving Sandford Andrews (Morgan Aero) to hound James's overheating steed in.

The Bob Gerard Memorial Trophy race is a shadow of its former self, but Cameron Gillies drove dad Mark's Formula 1 Cooper T53 neatly to win it on his Mallory debut. Lap 18 was one too far for the Coopers of runaway leader Jon Milicevic (FJunior T59, suspected cam follower failure) and Ben Maeers (T49 Monaco, clutchless), but



Mann (l) and Beebee's Mallory Mug battle went down to the final lap

ALL PHOTOGRAPHY: MICKWALKER





ERA BACK ON TRACK Magnificently restored for Jolyon Harrison over two years by James Baxter, Jack Bond and associates at Tip-Top Engineering, ERA GP2 raced for the first time since Bill Morris's 1992 outing for then custodian Gordon Chapman. Although built pre-war, the second E-type chassis was entered for a 1939 Donington event but did not show. It was therefore restored to 1947 spec, as debuted. Driven by Harrison at Prescott last month, it shone before Baxter lost third and fourth gears.



COLLINGS'S ZUST-BRIXIA Built in 1912 by Roberto Zust's concern in Brescia, Italy, this five-litre four-cylinder sidevalve-engined machine was imported by Charles Sgonina and bodied by department store Howells of Cardiff! The first car in Wales to have electric lighting, it was acquired by Roger Collings in 1959. His wedding car, it carried his four newborn children home from hospital, took them on continental holidays and was used by each to pass their driving test on their 17th birthdays.

WEEKEND WINNERS

DICK BADDILEY & EDWARDIAN TROPHIES
Archie Collings (Mercedes 120hp)

YOUNG PERSONS SCRATCH
Theodore Hunt (Frazer Nash TT Replica)

MALLORY PARK TROPHY VSCC SPECIALS
Theodore Hunt (Frazer Nash TT Replica)

MALLORY MUG PRE-WAR SPORTSCARS
Christopher Mann (Alfa Romeo 8C Monza)

BURGHLEY TROPHY AUSTIN 7s
Christian Pedersen (A7 Special 'Miss Green')

TRIPLE M REGISTER
Nicholas Powell (Austin/MG LA Special)

PRE-WAR HANDICAP
Rufus Flann (Frazer Nash Super Sports)

BOULOGNE TROPHY VINTAGE & ALLCOMERS
Michael James (Riley 12/4 Cotton Special)

BOB GERARD MEMORIAL & ROBERT ASHLEY TROPHIES
Cameron Gillies (Cooper-Climax T53)

PRE-WAR SCRATCH
Wilf Cawley (Frazer Nash Super Sports)

For full results visit: theresultslive.co.uk

tenacious Gary Thomas (FJ Kieft) merited second ahead of Fred Harper's Kurtis Indy Roadster, spluttering towards the end.

Wilf Cawley saddled a Nash for the Pre-War finale and, with Joanne White (Riley Falcon Special) chasing hard, lapped third-placed Richard Wiseman's Bugatti T35 as the chequered flag fell.

MARCUS PYE



TENTH OF THE NINE MG built nine supercharged 746cc J4s from 1932-34, but this J2 converted to J4-spec in 1938 is regarded by the Triple M Register as the 10th! Owned by 1980s' Formula Ford racer Mark Reece, it was also raced at Mallory by his daughter Ellena, and benefits from late preparer Bryan Wills's detail work. Former Brooklands MG racer Geoff Coles owned it but crashed fatally at Snetterton in 1974. The wreck was acquired, rebuilt and raced by German Peter Altenbach.



Bloch made his long-awaited return in TCR UK at Silverstone last month

GETTING BACK ON TRACK

Cedric Bloch was left paralysed after a devastating Snetterton bike crash three years ago, but he didn't let that put a stop to his motorsport: he's now returned to racing in TCR UK

MARK PAULSON

Exactly three years ago, Cedric Bloch's battered body was lying in a Norwich hospital bed, his racing dreams shattered – along with his back, ribs, lungs and a multitude of other injuries.

But last month, the French-born motorcycle racer made his TCR UK debut at Silverstone in an Audi RS3 LMS run by Simon Green Motorsport in conjunction with Will Powell's Sport77 squad. It has been an arduous journey for the former British Supersport rider paralysed in a 110mph Snetterton qualifying crash.

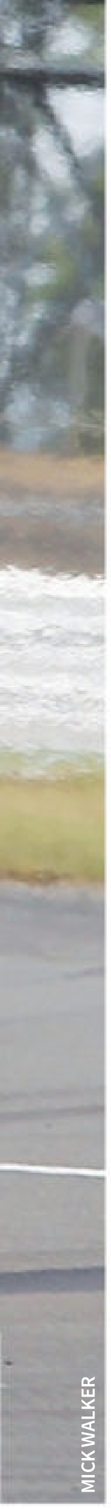
Motorcycles were Bloch's passion since his grandfather first put him on a dirt bike aged three, but his racing career started in cars. "I had to wait until I had my own business and could afford it," says the 36-year-old, who has lived in London since his university days and runs a bakery business on Routemaster buses. "I had a big accident on a motorbike when I was 20, which almost took one of my legs away, so I was like, 'How can I get as close to a bike as possible [but safer]?' I think a Caterham was the closest feeling I could find."

Four years on the Caterham ladder culminated in a race-winning Sigmax campaign in 2016. After a brief dalliance with Radicals (blowing an engine before starting a race), Bloch's yearning for two wheels sent him in another direction.

"There was still something missing," he reflects. So he took the plunge and began racing a Kawasaki Ninja ZX-6R. Success came quickly, as he won the 2019 British Motorcycle Racing Club (known as Bemsee) Rookie 600 title, before taking the Clubman 600 crown in 2020's pandemic-disrupted season. The following year's lockdown restrictions then prompted a switch to the professional-level British Superbike-supporting Supersport category.



Adapting to the hand-controlled brakes has been a challenge for Bloch



MICK WALKER



Prior to his bike racing, Bloch achieved success in Caterham Sigmax



Bloch had won several bike titles before Snetterton crash



X-rays show Bloch's spine was severed as a result of the crash

"Bemsee was still blocked," explains Bloch. "So you couldn't race, you couldn't do anything, and they kept cancelling races. I was like, 'What can I join? Can I move up to BSB Supersport?'"

It was a big step, but Bloch was making steady progress until a brake calliper came loose as he approached Snetterton's Hamilton left-hander on 4 September. "The brake calliper wiggled out," he says. "And, once you lose one brake calliper, you have complete brake failure, which resulted in me crashing into a wall at 110mph. My back was severed, T4 complete, but it's welded I think between T2 to T8. I think it was 12 or 15 cracked ribs, broken sternum, broken hand, broken leg, punctured lungs – both of them. They didn't think I'd make it through for quite some time."

Bloch spent the next 18 months in hospital, transferring from Norwich to the specialist unit at Stoke Mandeville and having further rehab at London's Cleveland Clinic. But there was always a determination to get back into motorsport, assisted by specialist outfit Team Brit and Red Bull's Wings For Life spinal charity.

"I was bed-bound for seven months without moving," Bloch reveals. "When I was in hospital, Team Brit reached out to me. They even brought simulators to the hospital to play around with. I bought the Vesaro racing simulator when I was in hospital. I wanted to bring it to the hospital to help my rehab but I was not allowed."

Team Brit helped Bloch secure a racing licence and he was even entered in the squad's BMW 1 Series for Britcar's six-hour race at Donington Park last year, before a team-mate crashed it in practice. The experience made Bloch realise he wanted to race by himself: "That's when I contacted Simon Green [who he knew from Radicals]. We came up with a plan of getting into TCR touring cars."

Green identified the ex-Simpson Racing Audi RS3 LMS as an ideal car with DSG transmission. But delays returning it from the Middle East – having to go around Africa – where it had contested the Dubai 24 Hours, were compounded by problems homologating the car with hand controls fitted by Team Brit. What would have been a very poignant debut at Snetterton in May had to be deferred.

"That's where I crashed so I want to go back and race there,"

"It was 12 or 15 cracked ribs, broken sternum, broken leg, punctured lungs – they didn't think I'd make it"

says Bloch, who makes light of the transition to driving with hand controls: "It comes naturally. It's very simple – you brake with the left hand, accelerate with the right hand. And then you have the gears with your thumb. It keeps both of your hands on the steering wheel at all times, unlike other hand controls."

The only difficulty comes with feeling the brakes. "It's 100% digital, so it's like playing PlayStation," he adds. "You get no warning as to when the wheels might lock up. But you can feather the throttle quite well.

"The Team Brit hand controls are great: they give you equal possibilities and allow me to compete against fully-able competitors. I don't want to compete in sports where it would just be disabled against disabled, like wheelchair basketball. I want to compete against fully-abled."

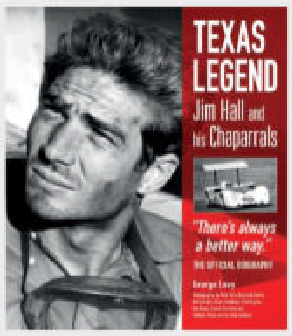
Eight years after he last raced a car, and on his front-wheel-drive debut, Bloch improved his pace at Silverstone to within a second of the other Gen 1 Cup cars before an electrical/ECU problem intervened in the second race. "It was great to be on track," he enthuses. "Nice to be surrounded by the other racers in pretty similar cars just to gauge where they're at compared to where I'm at. I have to find a second in order to compete with the other Gen 1 cars, basically. I tend to build up my weekend slowly, but unfortunately I could not do that."

Track time is now the priority, with this season's final two events and as much testing as possible gearing Bloch up for a full campaign in 2025. "It feels natural, it feels good," he concludes. "We just need a bit more time with the car and then we should be up there. Hopefully I will be fast enough to play with the Gen 2 cars too."


Hall's bewinged Chaparral 2E in 1966 Can-Am round at Riverside...

MOTORSPORT IMAGES

Downforce guru tells his story



BOOK REVIEW
TEXAS LEGEND – JIM HALL AND HIS CHAPARRALS
George Levy
RRP £60.00

When winning an Indycar race on the first outing for your new single-car team, against the likes of Team Penske and Newman/Haas, constitutes little more than a footnote in your life's volume of work, then it's clear that the individual in question is someone rather special. Such is certainly the case for Jim Hall, whose influence in motorsport is evidenced by the fact that one Adrian Newey owned a model of his Chaparral 2E creation as a boy.

John Andretti's victory for the Hall-VDS Racing team – in which Hall and son Jim Jr were among the co-owners – at Surfers Paradise in 1991 and subsequent success with Gil de Ferran is naturally covered off in *Texas Legend – Jim Hall and his Chaparrals*, an authorised biography written by George Levy. But in the staggeringly comprehensive 484-page hardback from Evro Publishing, it's perhaps no surprise that Levy devotes significantly more attention to Hall's plucky Chaparral company that beat major manufacturers at home and abroad in sportscars, then subsequently at Indianapolis with Johnny Rutherford in the 2K.

It is no understatement that Hall, now 89, is one of motorsport's great pioneers. The ground-effect principles of modern Formula 1 cars were first harnessed by the radical Chaparral 2J 'vacuum cleaner' in 1970. Years earlier, he'd also beaten F1 to the punch with driver-actuated flaps on the 2C and side-mounted radiators on the 2E, which also sprouted high-mounted wings before they appeared in grand prix racing.

These technical innovations and their development are covered in depth with extensive input from Hall, while the book also benefits from first-hand interviews with over 100 personalities.

Levy also draws from period source material that covers the remarkable span of categories that Hall successfully competed in both as an entrant – including Trans-Am and Formula 5000 – and a driver who reached F1, and won the 1965 Sebring 12 Hours with his own car.

The book traces his family history, first experience in a racing car aboard elder brother Dick's Austin-Healey 100 at Fort Sumner in September 1954, and rise from his initial forays through the US national racing scene onto the global stage via an impressive F1 debut at Riverside in 1960 aboard a self-prepared Lotus 18. He was on course for fifth ahead of Ferrari's Phil Hill, who later won races with Chaparrals in Can-Am and in the world sportscar championship, until a stub axle broke in the closing stages, but later returned to F1 in 1963 after impressing with fourth in the 1962 Mexican GP despite an underpowered four-cylinder engine.


...where he had made F1 debut in 1960 driving self-prepared Lotus 18

Along the way, the book doesn't shy away from sensitive topics. Hall's recollections of the aircraft accident in which his father, stepmother and sister perished before his 18th birthday are accompanied by period newspaper clippings and a haunting photograph from sister Betty's camera that was recovered from the plane. The fiery Can-Am shunt during the 1968 Las Vegas finale that left Hall seriously injured and compromised the development of his curious 2H is also extensively covered, as are Hall's frustrations with his 2F and 2J being legislated out of competition before their potential could be truly realised.

The book is meticulously illustrated with 486 images from the archives of Bernard Cahier, Peter Biro and Bob Jackson – who more famously captured the death of JFK assassin Lee Harvey Oswald – as well as Hall's own personal collection. Among them are the 2H in build, as the car was originally intended before being panned by John Surtees. But the most impressionable are those showing the 2F with its tall rear wing being tracked by hordes of Ford GT40s and Ferrari 330s, underlining how ahead of his time the Caltech University mechanical engineering graduate was.

For anyone intrigued by the history of Chaparral and the evolution of downforce, the book merits the sizeable space it will occupy on a bookshelf.

JAMES NEWBOLD

WHAT'S ON

INTERNATIONAL MOTORSPORT

San Marino GP
MotoGP Round 14/21
Misano, Italy
7-8 September
TV Live TNT Sports 2, Sat 1330, Sun 1215
TV **Highlights** ITV4, Mon 2000

Acropolis Rally Greece
World Rally Championship Round 10/13
Lamia, Greece
5-8 September
TV Live TNT Sports 3, Fri 0545, 0915, 1145, TNT Sports 1, 1545, TNT Sports 3, Sat 0600, 0830, TNT Sports 4, 1100, 1300, 1500, TNT Sports 3, 1900, TNT Sports 1, Sun 0645, 0800, 1100
TV **Highlights** TNT Sports 2, Fri 2245, TNT Sports 3, Sat 2230, Sun 1845

DTM
Round 6/8
Sachsenring, Germany
7-8 September
TV Live Premier 2, Sat 1215, Sun 1215

NASCAR Cup Series
Round 27/36
Atlanta, USA
8 September
TV Live Premier 2, Sun 1930

Formula Regional European by Alpine
Round 7/10
Imola, Italy
7-8 September
Livestream YouTube

World Rallycross
Round 4/5
Montalegre, Portugal
7-8 September

Brazilian Stock Cars
Round 8/12
Santa Cruz do Sul, Brazil
8 September
Livestream Motorsport.tv, Sat 1800, Sun 1600

UK MOTORSPORT

Goodwood Revival Meeting BARC
6-8 September
Classic and historic races (see page 50)

Cadwell Park MSVR
7 September
Miata Trophy, MSVT Trackday Championship, MSVT Trackday Trophy

Oulton Park MSVR
7 September
7 Racing (270R, 310R, 420R), Cockshoot Cup, Golf GTIs

Donington Park BRSCC
7-8 September
British GT, GB3, GB4, Ginetta Academy, Ginetta Championship, Ginetta Junior
Livestream britishgt.com

Croft BARC
7-8 September
FF1600 Sprint Cup, Mini Enduro, Mighty Minis, Mini Challenge (Clubsport, Trophy), Scottish Mini Cooper Cup
Livestream barc.net

Knockhill KMSC
7-8 September
Modsports, Northern Saloons & Sportscars, Scottish (C1 Cup, Classic Sports & Saloons, Fiesta ST Cup, Legends), Super Lap Scotland

Anglesey BARC
7-8 September
Caterham Graduates (Sigma 135, Sigma 150), CNC Sports/ Saloons, JSCC, Track Action

Snetterton MSVR
7-8 September
Bernie's V8s & Historic Outlaws, Legends, MSVR Allcomers

Brands Hatch CTA
8 September
Racing Hondas

British Hillclimb
Round 12/14
Prescott
7-8 September

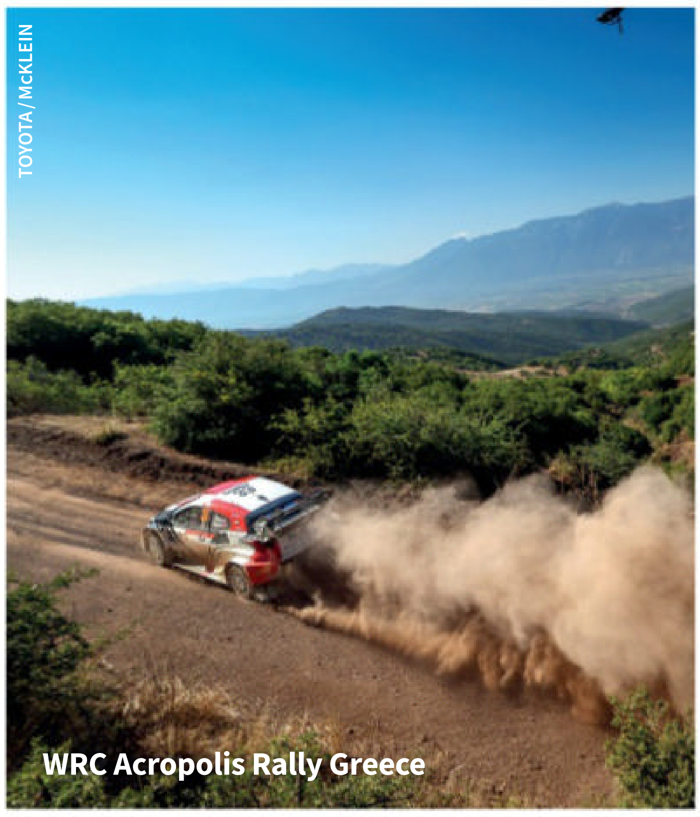
British & European Drag Racing
Santa Pod
5-8 September



autosport.com/podcast

ETHERINGTON/MOTORSPORTSIMAGES

Autosport Podcast: Italian Grand Prix review
Host Bryn Lucas is this week joined by Jake Boxall-Legge and Filip Cleeren to analyse all the action from the Italian Grand Prix. In the first of two podcasts, the trio discuss Ferrari's surprise win, McLaren's mistakes, and whether Red Bull is a team in crisis as it stands on the brink of conceding the lead in the constructors' battle.


TOYOTA/McKLEIN
WRC Acropolis Rally Greece


British GT Donington Park
JEP



FROM THE ARCHIVE
Fernando Alonso signals from the cockpit of his Renault his tally of wins so far during the 2005 season as he heads for parc ferme following his fortuitous victory in the European Grand Prix at the Nurburgring. Sixth-place qualifier Alonso was running in second during the closing stages, pushing like crazy, chasing down the hobbled McLaren of championship rival Kimi Raikkonen when the flatspot that the Finn and his car had been enduring for the last third of the race – damage to the Michelin rubber that caused vibrations so severe they were visible and audible to onlookers – took its final, dramatic toll. As Raikkonen braked for Turn 1 on the last lap, bearings in his front-right wheel assembly collapsed, causing the lower wishbone to break, pitching the McLaren off the track at 140mph.


MILD SEVEN
HANJIN
MILD SEVEN
MILD SEVEN
HANJIN
MICHELIN
Telefonica

Jason Plato



JEP

Contesting your first full British Touring Car Championship season with a factory-backed team when that manufacturer has recently returned to the series after a decade away can be quite a daunting scenario. It's one in which Sam Tordoff found himself back in 2013 when he joined the Triple Eight-run MG squad. But, fortunately for Tordoff – who was at least familiar with the team after contesting the 2010 BTCC finale as a one-off outing – there was someone with mountains of experience to call upon in the sister MG6 GT.



JEP

Jason Plato may be a Marmite character and considered the BTCC's pantomime villain in some quarters, but Tordoff believes he was the perfect driver to have alongside for his full-time bow.

"That was an eye-opener!" recalls Tordoff. "I learned a hell of a lot over the two [MG] years – not all stuff about the track, just as much about off the track as well! But, just for all-round experience, I probably didn't appreciate it at the time, but now looking back, Jason was in his pomp then – that was proper prime Jason in his heyday – and I had a great two years."

Unsurprisingly, Plato hit the ground running, having won six races in the MG's first season in 2012. He won the season's first two races in the MG6, but Tordoff also enjoyed an encouraging start at Brands Hatch with two top-five results followed by a reversed-grid podium. His maiden victory arrived at Snetterton later in the year, and Tordoff ended up a respectable sixth in the standings.

Tordoff continued with Triple Eight the following season and, over his two-year MG spell, the Rockingham 2014 event particularly stands out. "We did a 1-3 and I was on pole by a country mile [0.484 seconds] – I did a lap that I never repeated in my entire career!" he says.

Tordoff and Plato went their separate ways at the end of the season, the veteran departing to drive a Team BMR Volkswagen CC while Tordoff switched to a West Surrey Racing BMW. And Tordoff certainly put what he had learned from Plato to good use when he finished a close runner-up to Gordon Shedden in 2016.

STEPHEN LICKORISH



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